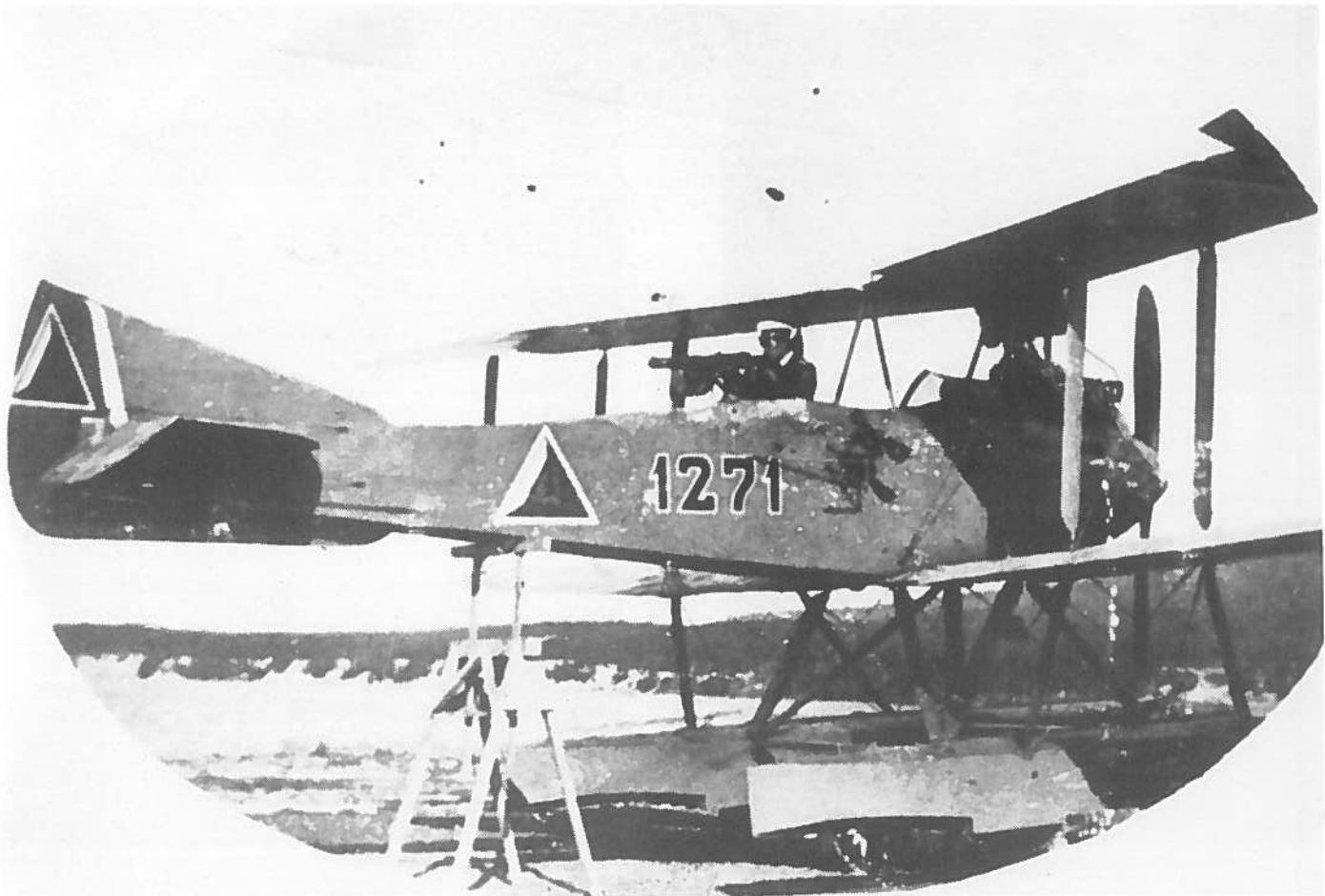


small air forces observer

vol. 20 no. 3 (79)
October 1996

US \$4.00



Paraguayan Beaver, Otter, & Twin Otter
Chinese National Insignia before 1937
Mexican Expeditionary Air Force
Chinese He 66, Hs 123, & RB-57
Russian Mi-8s in Mozambique
RAAF Liberators
Fizir Amphibian
Yugoslav IK-3

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October 1996



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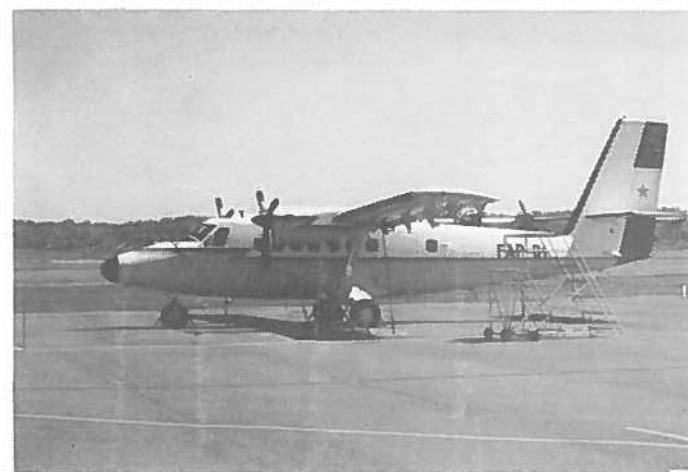
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SMALL AIR FORCES OBSERVER

The Newsletter of the Small Air Forces Clearing House

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SAFO EDITORIAL POLICY: The purpose of the SAFCH is to "promote interest in the history and modeling of the aircraft of the smaller countries". In support of this goal, the SAFCH encourages international cooperation in researching aviation history, both military and civil, from all periods of time, and for all the smaller countries. In return for this support, members are asked to submit occasional progress reports for publication in the SAFO. While the final results should appear in the most prestigious publication possible, it is requested that the SAFCH be mentioned (with address) in the article and that SAFO be afforded the opportunity of reprinting the material. Article published in SAFO can be reprinted provided permission of the author is obtained and the SAFO is identified in the reprint.

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time payment is received; if you desire otherwise, please specify which issues are desired. Send remittance to Jim Sanders, 27965 Berwick Dr., Carmel, CA 93923 USA.

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SPONSORSHIP PROGRAM: To keep the SAFCH truly international, our Sponsorship Program allows persons who can not obtain US currency to receive the SAFO. Any SAFCH member interested in sponsoring a SAFO subscription for a person in Eastern Europe (or from other country where it is impossible or difficult to obtain US currency) should write to the editorial office for a list of persons seeking sponsors. If you would like to receive the SAFO but can not obtain US currency, a list of SAFCH members looking for someone to sponsor is also available from the editorial office.

INFORMATION FOR AUTHORS: Manuscripts may be submitted in any form; authors whose first language is not English may submit a rough translation of the text and the editorial office will put it into good English. Authors using a computer should send the manuscript on disc. Photo should be black and white prints although color prints can be used. If you want any photos returned, please mark "Return" on the back. All art work must be ready for printing. The layout should be such that when a page is reduced (if necessary) the drawing should fit into the 7.5 inch by 10 inch working area of the final page. Art work that does not fit this requirement will have to be cut and pasted to fit; no problem, but things might not look exactly as you want them to look. All work for the SAFO is voluntary and no payment can be made for published material.

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tent of this publication cannot be reproduced in whole or in part without the written consent of the publisher and the author.

LOST MEMBERS: Anyone knowing the whereabouts of the following 'lost' SAFCH members please inform the editorial office (last known address included): Eric Stoutenburg, Ft. Carson, CO; Curtis Marzolf, Bulverde, TX; E. Tronn, Montreal, PQ Canada; Alain La Pierre, Maracay, Venezuela; Michael Parr, Prince George, B.C. Canada; Richard Harrison, Stroudsburg, PA; Ellis Estes, Alexandria, VA. Gary Lepinski, Minneapolis, MN; Andrzej Lesicki, Poznan, Poland; Pavel Mandys, Usti nad Labem, Czech Republic.

ERRATA: The delay between the arrival of Charles Cooke's article on the Skyvan and its publication in SAFO #78 resulted in an out-of-date address appearing at the end of his article. Anyone contacting Charles with Skyvan information should use his new address: Charles Cooke, PO Box 6415, Wellesley St., Auckland, New Zealand.

COVER COMMENTS: OK students, take out a paper and pencil and identify the country using the aircraft on the cover. Give up? It's Bulgaria! The photo comes from Stephen Boshniakov via Kim Margosein. Stephen says that the aircraft in the photo carries the insignia used by the Bulgarian Navy from 1919 to 1921. He describes the colors as "green and red" with a lion rampant in the center. Kim guesses the colors are "white outline, with green (?) cheatline to separate the white from the colors, at least on the green side. Left side is white, right side is green, bottom is red. Central triangle is green with a black bear (sic)." As for the identity of the aircraft; I'll leave that up to our WWI experts.

EDITORIAL: Several members have asked why the SAFCH doesn't have a "home page" on the web. I think this would be good idea. Does anyone know how to do this? By the way, if you haven't seen the home page for INSIGNIA magazine, your missing something great. In the USA its available at <http://www.squadron.com/insignia/>

ESTATE SALE: Hundreds of books and magazines continue to use up valuable space in my office. These will have to be sold or they will be tossed into the recycling bin. This latter would be a real shame since there are some very nice information in this collection. Everything has now been priced: Magazines from \$0.50 to \$1.00; soft-bound books \$1.00 to \$5.00; hard-bound books \$5.00 and up (there are some excellent books remaining). In addition, a collection of decals has just been obtained. This collection includes many rare and long-unobtainable sheets such as Stoppie and ABT. Send \$1.00 (or two IRC) and a large SASE for list of magazines, books, and decals.

-wants&disposals-wants&disposals-wants&disposals-wants&disposals-wants&disposals-wants&disposals-wants&disposals-

"I am looking to buy copies of Squadron/Signal's 'In Action' series. I need the Halifax and the old A-20 (#1056). I've heard that there was one on the B-26. If you have any others with aircraft from WWII, I'm

missing things from #1001-1018 and #1020-1025 from the early years. Does anyone have a list of these? I don't mean Squadron's, which is full of holes. I don't have anything to trade, but I live near

a Squadron Store and can exchange for new ones, if desired.

Seth Gaines (SAFCH #1027), c/o Melzer, 12109 Renick Lane, Silver Spring, MD 20904, USA.

AUSTRALIA

AUSTRALIAN PLASTIC MODELLERS ASSOCIATION (APMA, PO Box 51, Strathfield, NSW 2135; 4 issues sea mail A\$27; air mail A\$30). 2/96 (28 pages) "IAR 80 in Review" 5 pages including review of available kits, drawings of wings for all variants, table delineating differences between variants, and 5 side-view drawings (pre-war, wartime, post-armistice pro-allied & pro-fascist Romanian; and Soviet). "RAAF Aircraft Finishes in WWII" 7 pages including reproduction of relevant instructions. "22 + 10" 5-page follow-up on 10-year old article on a/c flown by 22 Sqd RAAF including 9 side-view drawings (DH94 Moth Minor, Fairey Battle, DAP Beaufort, C-47 Dakota, CAC Winjeel, & Bell UH-1H. "First of the Griffon Spitfires" 5 pages on modeling the Mark XII including 4-side-view drawings and top and bottom plan views. "Vintage Australian: The Centenary Racer" 2 pages including 3-view scale drawings on scratch building a model of the never-completed Australian entry in the 1934 London-Sydney race, a twin-boom, twin-engine a/c of exotic shape.

NEWS AND VIEWS (IPMS NEW SOUTH WALES, PO Box 637, Broadway, NSW 2007; 4 issues A\$30.00 air mail).

12/3 (38 pages) "Typhoon" 14 pages on development and operational use including 12 photos and 8 side-view drawings. "Kiwi's over Normandy" one page including 2 side-view drawings. "Fighter Sqns of the RAAF in WWII - Part 9. 435 Squadron Spitfires Mk.7,9,16" 6 pages including 7 photos and 7 side-view drawings [Editor's note: Most drawings are supported by one or more photos - a nice touch that deserves to be imitated by other publications.] 12/4 (30 pages)

AUSTRIA

OFH NACHRICHTEN (Oesterreichische Flugzug Historiker, Felberstrasse 104/7, A-1150 Wien. Write for free sample.)

2/96 (32 pages) "30 Jahre 1.Staffel/HSg 1" 9 pages including 9 photos. "Fiat CR.20" 5 pages including 3 photos and 1/72-scale 3-view drawing of Austrian a/c. "Meindl M.222 Flamingo" 4 pages including 6 photos. "Smolik S 10" one page including side-view drawings of Czech a/c. Photos: Austrian Beaver and Czech MiG-21.

BELGIUM

KIT (IPMS Belgium, c/o Michel Willot, dreve de Champagne 14, B-1190 Bruxelles; 4 issues US \$25 in cash, International Postal Money Order for 750 BF).

#101 1/1996 (36 pages) "Le Sukhoi Su-24M Fencer-D version SEAD" 5 pages on building the Dragon kit including 5 photos and 2 side-view drawings. "Mitsubishi A6M3 Zero" 4 pages on building the Tamiya 1/48-scale kit in surrender markings including 5 photos and 1/72-scale 3-view drawings. "Quelle Caisse sur quel Chassis?" 7 pages including 4 pages with excellent multi-view drawings of Morris, Humber, & Ford military vehicles. "Mirage 'Dual Markings'" 3 pages including 7 b&w and 2 color photos of Belgian Mirages.

BRAZIL

EM ESCALA (IPMS Brazil, Rua Lucidio Lago, 457/206 - Meier - Rio, RJ, CEP 20780-020. Subscription is \$10.00, but they prefer kits or accessories. Send to Antonio Pereira Linhares at the above address.)

1/95 (16 pages) Nothing of small-air-force interest. #81 (20 pages) "Junkers F-13W" 3 pages including 4-view drawing of 'D-217' & 'D-218' which crashed off the coast of Brazil in 1923.

CANADA

RANDOM THOUGHTS (IPMS Canada, Box 626, Stn. B, Ottawa, Ontario K1P 5R7; 6 issues for US \$20.00 in US \$22.00 elsewhere).

24/5 (24 pages) "The Armoured 6 Pdr Anti-Tank Gun Tractor" 3 pages including 4 photos. "The Douglas A-20G Havoc in Close-Up" 3 pages including 8 photos. "RCAF Towing Tractor" 2 pages consisting of 2 photos and 1/24-scale drawings.

CZECH REPUBLIC

ZLINEK (Jaromir Stepan, P.S. 8, 763 14 Zlin 12). Text in English.

No.3 Vol.III (32 pages) "Armored Vehicle Mk.30/Tatra T-72" 15 pages including 21 photos, 2 pages of scale drawings, one page of technical drawings, color 4-view drawings, and a color cover painting. "Sukhoi Su-17M3 - Su-22M/M3" 15 pages including 10 photos, 7 pages of scale drawings, one page of drawings of underwing armament, one color 3-view drawing of Russian a/c, and 5 color side-view drawings (3 Russian & 2 Hungarian).

AERO PLASTIC KITS REVUE (Vydavatelství Model Hobby Press, ul. 1. máje 11, 709 00 Ostrava-Mar. Hory, Czech Republic. 6 issues \$33 surface or \$45 air.)

#30 (74 pages) "Kridla nad Suezem v Roce 1956: 4.cast" 8 pages including 8 photos and 8 color multi-view drawings (RAF Valiant & Canberra, RN Wyvern & Avenger, French Thunderflash, Corsair, Avenger, and Thunderstreak, the latter carrying Israeli markings). "Marauder a Osma: 1.cast" 6 pages including 5 photos and 2 color multi-view drawings. "Hans Hasse Wind" 4 pages including 7 photos, table of victories, and 4 color multi-view drawings (Buffalo and Bf 109G). "Morane-Saulnier MS-760 Paris" 8 pages including 7 photos, cutaway drawings, 2 pages of 1/72 drawings, and 4 color multi-view drawings (French, Brazilian, and Argentine). "Dalsi verze Letounu MiG-9 12.cast" 8 pages including 11 photos and 3 pages of 1/72-scale drawings (including a "double-bubble" radar-equipped interceptor. "Nocni Kuryr: 2.cast" 6 pages including 5 pages (Czech Piper Cubs, Avia C-2, & Avia C-3) and 2 pages of 1/72-scale drawings of Piper L-4. "Zhav Vystrely Studend Valy 2 Asia: 1.cast" 7 pages including 8 photos and 8 color side-view drawings (North Korean La-11 & MiG-15, Chinese Nationalist F-86F & F-84G, Chinese Communist MiG-17, and US AD-2, F-86, P2V-5, RB-45C). "Frank Linke-Crawford" 4 pages including 5 photos and 5 color side-view drawings (H-B C.1, Albatros D.III, Phoenix D.II, & Aviatik D.I).

#31 (74 pages) "Kridla nad Suezem v Roce 1958: 5.cast" 8 pages including 9 photos and 11 color side-view drawings (RAF Hunter, Venom, Shackleton, Valetta, Hastings, Sycamore & Whirlwind, French Noratlas, Israeli Mosquito, and Egyptian Meteor and Beagle). "Joachim Munchenberg" 4 pages including 7 photos and 3 color multi-view drawings (Bf 109E & FW 190A). "LET C-11" 5-page review of Aeroteam 1/72-scale, injection-molded kit of the Yak-11 including 11 photos of details of real a/c and a 1-page 1/72-scale drawing. "Zhav Vystrely Studene Valky 2. Asia: 2.cast" 8 pages including 12 photos and 10 color side-view drawings (Chinese Communist MiG-19S, US U-2C

& F-4B, Chinese Nationalist RF-101C, F-104G & F-5E, Soviet MiG-25P, South Korean F-5E, and Afghanistan MiG-21bis & Su-22-M4). "Fairey Fulmar MkI/II" 12 pages including 9 photos, cutaway drawings, 2 pages of 1/72-scale drawings, a page of sketches of the cockpit interior, 3 color multi-view drawings, and a kit review. "Prvni Najezd" 4 pages including 4 photos and 3 multi-view drawings (SBD & TBD) of the US Navy's first offense in the Pacific. "Jevgraf Nikolajevic Kruten" 4 pages including 6 photos and 5 multi-view drawings (Imperial Russian Voisin 3, Mosca MB, Morane Parasol, Nieuport 11 & Sikorsky S-16). "Marader a Osma: 2.cast" 7 pages including 4 photos, cutaway drawings, and 2 pages of 1/144-scale drawings (B-26 and B-26B).

ENGLAND

IPMS MAGAZINE (Ernie Lee, 51 Ball Road, Hillsborough, Sheffield, South Yorkshire S6 4LZ, 6 issues for £20.00 (US subscription agent: Wise Owl Publications, 4314 West 238th St., Torrance, CA 90505; since exchange fluctuates write Joe for current rates).

3/96 (40 pages) "Fokker E-III Eindecker" 4 pages on scratch building an E-III in 1/24 scale including sketches and 4-view scale drawing of a/c in British markings. "HMS Agincourt" 9 pages on building a 1/600-scale model of the WWI Battleship including photos of the model, sketches and scale drawings. "Pteranodon Terror" 4 pages on modeling a member of a prehistoric air force. "TAC-R Mustangs" 4 pages on modeling an RAF Recon Mustang including 4 photos of model, 2 side-view drawings, and drawings of 4 different wing armament for Allison-powered a/c.

4/96 (40 pages) "Suka" 4 pages on modeling the Su-76 self-propelled gun including 4 photos. "HMS Tiger" 5 pages on modeling the WWI Battleship including photos of the model, sketches, and scale drawings. "Black 6" 5 pages on modeling the Duxford Museum's Bf 109G-2 including 7 photos and 1/72-scale drawings of necessary corrections to the 1/72-scale Hasegawa kit. "Robocop: Detroit Police Ford Taurus" 3 pages on making a car diorama including 5 photos of the model. "The Black Bullet" 5 pages on modeling the Revell kit of the Bell (sic) X-15 including 7 photos of model and 2 pages of sketches.

PLASTIC KIT CONSTRUCTOR (PAMAG (Publications) Ltd., 3 Lowfield Court, Old Forge Business Park, Sark Road, Heeley, Sheffield, S2 4HG; 4 issues £19.00. In USA/Canada order from J.J. Daileda, 4314 West 238th St., Torrance, CA 90505; since exchange rates fluctuate write Joe for current rates).

#46 Summer 1996 (32 pages) "High Tech., Low Vis. - The MC-130H Combat Talon II" 3 pages including 10 photos of details. "Sea Hornet" one page with 5 side-view drawings. "Rogozarski IK-3" one-page multi-view scale drawing. "Dynavector's DH Sea Vixen" 4 pages on building the 1/48-scale kit including 15 photos of the model. Many kits reviews

INSIGNIA (Blue Rider Publishing, 43a Glasford St., London SW17 9HL, UK.)

#3 July 1996 (36 pages) "A Gustav with Graffiti" 2 pages on a Yugoslav 109G with inscriptions on wings including one photos, 3-view drawings, and decal sheet. "More Bulgarian Reparations" side-view drawing of Kaproni Bulgarski KB-11A Fazan in Yugoslav markings. "Katanga Air Force" 3 pages

including list of a/c by s/n and side-view drawings of Dove, Magister, & T-6G. "UN/Canadian Otters" 3 pages including 3 side-view drawings. "Light Aircraft Squadron" UN unit operating in the Congo including 2 side-view drawings (Otter and Beaver). "Cancelled Projects #2: Fokker V.1" one page including 4-view drawing. "Austrian Photo Album" one page with 3 photos. "Balkan War and WWI" 2 pages including 7 photos of Bulgarian a/c. "Hungarian Eagles 1920-1945" Review of recent book including 5 photos and 3 side-view drawings from Blue Rider collection. "Air Force Insignia #7: Hungary" 2 pages with drawings of 18 different national insignia. "Deny Flight Concludes" 3 pages on flights over Bosnia including 2 photos and a 3-view drawing of Bosnian Piper PA-18 Super Cub. "Hirdens Flykorps" one page with drawings of 2 Grunau 9 gliders used by the Quisling government in Norway. "Albatros D.III(Oef)" 4 pages with 19 side-view drawings (2 Polish, 2 Kingdom of the Serbs, Croats, & Slovenes, and the rest Austro-Hungarian). "Letters and Questions" 2 pages including a drawing of the national insignia on the tail of a Moldavian MiG-29, a Latvia Army Reserve An-2 with the 'Auseklis' insignia, and a photo and scale drawing of the Lithuanian Dobi 1. "Biafran Comments" 2 pages including side-view drawings of Biafran A-26 Invader and T-6G.

FINLAND

IPMS-MALLARI (IPMS Finland, PL 798, 00101 Helsinki 10; 6 issues \$20.00, no check accepted due to the high redemption costs).
2/1996 #112 (20 pages) "KV-1E 'Klim Voroshilov'" 14 pages including 9 photos and 6 pages of drawings of tank as used by the Finnish Army.

SUOMEN ILMAILUHISTORIALLINEN LEHTI (InScale 72, Makelankatu 5B10, 00550 Helsinki; Europe \$25, elsewhere \$30; payment by International Postal Order or in cash; no cheques of any kind accepted because of high redemption rates). Each issue includes a 2-page English summary.
2/1996 (24 pages) Three-view drawing Finnish Gloster Gladiator left over from last issue. "D-AFFT" 4 pages on the crash of a Ju 86Z-2 at Malmi airport 2 October 1939 including 2 photos (one of a/c at Malmi with German insignia covered with tarpaulins) and 2-view drawing. "Jorma Sarvanto: Ace of Winter War" 4 pages including 5 photos and 3-view drawings of Finnish Fokker D.XXI FR-97 in "Standard camouflage of green and light grey" and FR-76 "Camouflage is quite a mess: Dutch brown and silver and Finnish green and light grey." "Good old Fighter: Finnish Fokker D.VII." 4 pages including 3 photos and 3-view drawing. "Grumman Widgeon" 2 pages including 3 photos of Finnish a/c in Finnish civil registration. "DFS Olympia" 3 pages including 4 photos of glider in Finnish registration and a 3-view drawing.

FRANCE

LA VITRINE DU MAQUETTISTE (IPMS France, 108 rue Saint-Maur, 75011 Paris; 4 issues 150 FF).
#47 (48 pages) "Halberstadt CL.II" 4 pages on building the Skybirds kit including 12 photos and 3-view drawing. "Lloyd C.5" 3 pages on building the Skybirds kit including 7 photos and 3-view drawing. "Canon Russe de 122 mm Modele 1909" 3 pages on building the 1/35-scale Lambda kits including 11 photos. "Rene Fonck et son Spad VII" 6 pages on building the 1/48-scale JMGT kit including 11 photos and sketches. "Le Nieuport N.11" 4 pages on building the 1/72-scale Classic Planes kit including 7 photos and 3-view drawing. "LVG C.II" 6 pages

on building the Skybirds kit including 18 photos and 3-view drawing. [Editor's note: VdM is back after a long absence. Under new management, but with the usual high-quality publication.]

JETS: Toute l'Aeronautique Moderne ((39 rue A. Briand, 62200 Boulogne Sur Mer, France. 420F for 12 issues).

#7 Juin 1996 (52 pages) "1/3 Navarre a la BA 133" 9 pages including 31 photos and 2 color side-view drawings. "PAF 96" 5 pages on French Acrobatic team including 12 photos. "Le Service Aerien de la Prefectura Naval Argentine" 2 pages including 5 photos. "Le J-37 Viggen" 9 pages including 10 photos, a 2-page cutaway drawing, and 2 pages of 1/72-scale drawings. "CASA C-101 Aviojet" 5 pages including 8 photos. "FIDAE 96" 4 pages including 15 photos. "La Force Aerienne du Sri Lanka en Guerre" 10 pages including 35 photos and one color side-view drawing.

#8 Juillet 1996 (52 pages) "Le LCA Indien" 3 pages including 6 photos. "211 Escadron: les 'Coqs de Combat' de Moron du Sabre au Hornet" 8 pages including 17 photos. "Le J-37 Viggen" (2eme partie) 6 pages including 9 photos. "Le F-106 Delta Dart" (1ere partie) 9 pages including 8 photos, 2-page cutaway drawing, 2-page 1/72-scale drawings, and 4 color side-view drawings. "Les Anges Bleus" 4 pages including 9 photos. "Le Groupe de Transport Leger GTL 1/62" 6 pages including 14 photos. "Deliberate Force en Bosnie" (1ere partie) 9 pages including 19 photos.

#9 Aout 1996 (52 pages) "Adieu au '203'" one page including 4 photos of Argentine Super Etendard. "Tiger Meet 96" 3 pages including 8 photos. "Les 400.000 Heures de Vol de l'Atlantique" 3 pages including 8 photos. "Deliberate Force en Bosnie" (2eme partie) 10 pages including 22 photos. "Yak-52" 9 pages including 12 photos (Russian, Romanian & Hungarian), a 2-page cutaway drawing, and 2 pages of 1/48-scale drawings. "Le F-106 Delta Dart" (2eme partie) 6 pages including 10 photos and 2 pages of 1/72-scale drawings. "Adieu EB 2/91" 5 pages including 9 photos. "Les Gardiens de l'-Alaska" 6 pages including 12 photos. Color side-view drawings of Honduran CASA C-101 and Paraguayan EMB Tucano.

AVIONS: Toute l'Aeronautique et son Histoire (39 rue A. Briand, 62200 Boulogne Sur Mer, France. 420F for 12 issues).

#39 Juin 96 (52 pages) "Un Monstre: Le Wyvern" (3eme partie) 6 pages including 13 photos and a 2-page, 1/72-scale, multi-view drawing. "Le GC I/8 en 1939-1940" (2eme partie) 7 pages including 25 photos and tables listing pilots, a/c s/n, & victories. "1916: L'Escadrille Belge du Tanganika" 6 pages including 20 photos. "Vicker Wellesley" (1ere partie) 7 pages including 9 photos, a 2-page cutaway drawing, and color cover painting. "Le Potez 542" (1ere partie) 5 pages including 18 photos. "Les Wibault Polonais" 2 pages including 5 photos. "Les Vickers Vildebeest et Vincent" (derniere partie) 4 pages including 8 photos. "L'Avia B-534" (2eme partie) 5 pages including 17 photos and 5 color side-view drawings. "L'Arado 196: Maquette Karo As au 1/48eme" 3 pages including 7 color photos of model.

#40 Juillet 96 (52 pages) "Les Hansa Brandenburg C.I dans l'Aviation Polonaise" 6 pages including 11 photos and 6 color side-view drawings. "Vickers Wellesley" (2eme partie) 7 pages including 16 photos, 2 pages of 1/72-scale drawings, and 2 color side-view drawings. "Les Wibault 73C.1 Paraguayens et Bresiliens" 5 pages including 7 photos and 2 color side-view drawings. "Le Potez

542" (2eme partie) 4 pages 14 photos. "Les Hawk Biplans Argentins" 5 pages including 7 photos and a 2-page cutaway drawing. "ANT-44, La Mouette de Tupolev" 4 pages including 10 photos plus a giant center-fold with 1/72-scale, multi-view drawings. "Deux Aspects Meconnus de la Carriere du Heinkel He 112" 2 pages including 4 photos. "Les Avions Sovietiques dans la Luftwaffe" 4 pages including 13 photos. "L'Avia B-534" (3eme partie) 6 pages including 17 photos, color 3-view drawing, and a color cover painting. [Editor's Note: I'm afraid the 'orange' band on the cover B-534, code 'L-2', will haunt us for years to come.] "Short Sunderland au 1/48" 4 pages including 11 color photos of model and sketches of scratch-building techniques.

#41 Aout 96 (52 pages) "21 Juin 1940: Un Bombardier de Reconnaissance Italien survole Lyon" (1ere partie) 4 pages including 7 photos and color cover painting of Italian Fiat Br 20. "Les Wibault 7C1 Chiliens" 3 pages including 8 photos and color side-view drawing. "Les Starck AS70 et leurs Derives" (1ere partie) 6 pages including 22 photos on French light plane. "Les Potez 54 au Service de l'Espagne Republicaine" 3 pages including 6 photos. "Dornier 28D, l'Adac de la Luftwaffe" (1ere partie) 8 pages including 20 color photos and a 2-page, multi-view, 1/72-scale drawing. "L'Escadron de Transport et d'Entrainement ETE 44" (1ere partie) 4 pages including 13 photos. "Vickers Wellesley" (3eme partie) 5 pages including 13 photos. [One photo show the pilot looking at a huge hole in the wing of his Wellesley, the exposed geodesic structure would make a challenging modeling project.] "Le CAM Penze 1917-1918" (1ere partie) 4 pages including 13 photos. "ANT-44, La Mouette de Tupolev" (2eme partie) 2 pages including 5 photos. "L'Avia B-534" (4eme partie) 7 pages including 13 photos, 2 color side-view drawings, and 2 pages of 1/72-scale drawings reprinted from Michael Ovcacik's plan set.

GERMANY

MITTEILUNGEN (IPMS Germany, Bergengruenstrass 5-7, D-1000 Berlin 38; 12 issues DM 60.00 Europe, DM 65.00 USA, DM 70.00 Japan, DM 75.00 Australia).

2-96 (40 pages) Nothing of small-air-force interest, **3-96** (40 pages) Photos: Polish Fokker F.VII/3m and Potez 25 immediately after the September campaign. "Oberfeldwebel Willi Reschke" 45 pages including 3-view drawing of his Bf 109 G-6. **4-96** (40 pages) "Oberfeldwebel Heinz Gossow" 3 pages including 3-view drawing of his Fw 190 A-8.

ITALY

JP-4 (JP-4, CP 1550, 50100 Firenze; L 27.000 Europe, L 30.000 elsewhere).

#5 Maggio 1996 (100 pages) "Hornet fra i Ganguri" 4 pages including 7 photos of RAAF Hornet and one of RAAF Vampire T.11. "Lifting" per gli F-16 NATO 6 pages including 12 photos. "Fuerza Aerea Dominicana" 4 pages including 7 photos (CW-19R, A-37B, T-34B, Cessna 207, & Cessna T-41D).

NETHERLANDS

MODELBOUW IN PLASTIC (IPMS-Nederland, PO Box 40082, NL-8016 DB Zwolle).

2/96 (28 pages) "De Hispano HA 1112 M1L Buchon 1:72" 4 pages including 7 photos (5 of model), 3-view drawings, and sketches of conversion. "Vleugels der Victorie" 4 pages on building a Typhoon 1B & Spitfire LF-XVII including one photo of each. "Museumstukken van Kunstthars"

Serial Numbers of RB-57A/RB-57D in RoCAF service

W. Yip

With the rapid advance of military technology in Red China in the late fifties, the United States was very interested in gathering military intelligence of Red China especially in the areas of atomic bomb and ICBM development. As early as December 1956, 7 RB-57Ds, which were part of the 4080th Strategic Reconnaissance Wing, were deployed to Yokota Air Base in Japan for intelligence gathering. Their missions, which lasted for about 1 year, involved photo reconnaissance, electronic intelligence, signal intelligence and high altitude air sample collection over Red China and the eastern part of USSR. The serial #'s of these 7 RB-57Ds are:

Serial #	Model #	Remarks
53-3971	744	single seat/ w inflight refueling capability
53-3972	744	single seat/ w inflight refueling capability
53-3973	744	single seat/ w inflight refueling capability
53-3974	744	single seat/ w inflight refueling capability
53-3976	744	single seat/ w inflight refueling capability
53-3981	294	single seat/ w/o inflight refueling capability
53-3982	294	single seat/ w/o inflight refueling capability

In 1957, Nationalist China Government in Taiwan became a partner of this strategic surveillance effort. This joint effort between the Republic of China Air Force (RoCAF) and the Central Intelligence Agency (CIA) involved the CIA supplying the reconnaissance planes and the technical support personnel and the RoCAF supplying the pilots and the air base.

In September 1957, 2 RB-57As were transferred from the USAF stock to RoCAF. They were assigned to RoCAF's #4 squadron of the 6 reconnaissance group which was stationed at TaoYuan Air Base near Taipei. These RB-57As kept their original USAF overall black paint scheme but with the USAF insignia replaced by that of the RoCAF which was a 12-point white star with deep blue circular background. RB-57A was selected by the U.S. for this job because of its range which can penetrate deep into the Mainland China and its service ceiling which the U.S. believed could not be reached by any fighter from the Red China Air Force. The latter assumption was proven to be wrong when a RB-57A "5642" was shot down by a Jian 5 (China-made MiG-17) over the Yellow Sea during a reconnaissance flight in February 1958. Realizing that the RB-57A did not have the service ceiling needed for a safe reconnaissance flight, the other RB-57A "5641" was returned to the U.S. in 6/59.

The serial #'s of the 2 RB-57As supplied to RoCAF are listed as follows:

USAF serial	RoCAF Code	Remarks
52-1427	5641	returned to U.S. in 6/59
52-1431	5642	shot down by MiG in 2/58

In the latter part of 1958, 2 RB-57Ds were transferred to RoCAF and were also assigned to #4 reconnaissance squadron. These 2 RB-57Ds belonged to the first production batch (6 were built) which carried a one-man crew and did not have inflight refueling capability. Its endurance was about five and a half hours. The fuselage and the tail unit of the D model remained basically the same as the A model but had an increased wing span of 106 ft and a more powerful Pratt & Whitney J57 engine.

This resulted in a higher service ceiling of about 60,000 ft which was beyond the reach of any Red China fighter at that time. These RB-57Ds maintained the same USAF paint scheme which was white on the upper surface and flat black on the lower surface and the tail fin. The USAF insignia was replaced by the RoCAF's 12-point star and a 4-digit RoCAF code was added to the fuselage next to the insignia. The 4-digit RoCAF code could also be found on the tail fin along with its USAF serial. Initial training of the RoCAF pilots was conducted in Taiwan by 2 B-57C trainers of the 3rd Bombing Wing flown in from Japan. Subsequent training of the RoCAF pilots was conducted at Laughlin Air Base in the U.S. These 2 B-57C trainers were not transferred to RoCAF and their USAF insignia were kept (NOTE 1).

Throughout 1959, many successful reconnaissance flights were conducted over Mainland China and a lot of useful intelligences were collected. Because of its high service ceiling, the Red China Air Force was unable to intercept the RB-57D. However, its luck finally ran out in October 1959 when "5643" was shot down by Red China's Surface to Air Missiles. RoCAF's strategic reconnaissance flight over Mainland China was put to a halt. It was not until January 1962, 2 years and 3 months later, when 2 U-2s were made available to RoCAF and 6 RoCAF pilots had finished their training in the U.S., did the reconnaissance flight over Mainland China resume. The surviving RB-57D "5644" was returned to the U.S. in 9/61.

The serial #'s of the 2 RB-57Ds transferred to RoCAF are listed as follows:

USAF serial	RoCAF Code	Remarks
53-3978	5643	shotdown by SAM in 10/1959
53-3981	5644	returned to U.S. in 9/61

GENERAL NOTE and ACKNOWLEDGEMENT: The finding of this research project was not from any official RoCAF source. The source of information was from the individual aircraft record card from the USAF Historical Research Agency and References stated below. Special thanks to Mr. A. Difante of the AF Historical Research Agency for answering my letters and Mr. Clarence Fu. It should be mentioned that some articles on RB-57D stated that 3 RB-57Ds (instead of 2) were transferred to RoCAF. However, the individual aircraft record card showed that only 2 were transferred to MAP. The author welcomes any correction, comment or additional information related to RB-57A/D in RoCAF service. Please write to 535 Diana Place, Arroyo Grande, CA 93420, U.S.A.

NOTE 1: The following B-57Cs were identified to have served in the 3rd Bombing Wing during that period of time: 53-3833, 53-3836, 53-3840, 53-3849, 53-3854, 53-3855, 53-3856. It is believed that 2 of these B-57Cs were flown to Taiwan from Yokota AFB in Japan to provide initial training for the RoCAF pilots for a brief period of time. The individual aircraft record card did not have any record on which 2 of these B-57Cs were sent to Taiwan (probably because of their brief stay).

REFERENCES:

1. Aircraft Profile #247, The Martin B-57 & General Dynamics RB-57F.
2. B-57 Canberra in Action by Jim Mesko.
3. Chinese Air Force in Action Series Special #2.
4. Chinese Air Force in Action Series #1.
5. Aerial Espionage by Dick Van der Aart.

W. Yip, 535 Diana Place, Arroyo Grande, CA 93420, U.S.A.

He 66 and Hs 123A-1 in Chinese Service

D. Y. Louie

In 1934, the Chinese Air Force ordered a batch of 12 He 66s to be delivered that July. The He 66 was an export version of the He 50 which was developed by the RVM (forerunner of the RLM - Reichsluftfahrtministerium or German Air Ministry) to meet a Japanese Request for Proposal (RFP) for a carrier-borne dive bomber with a 550/1000 lb bomb capacity. The Japanese aircraft manufacturer, Aichi Ltd., copied the design and license built the D1A1 aka the Navy Type 94 Carrier Dive Bomber.

Since the D1A1 and D1A2 dive bombers would be dispatched to the front during the upcoming Sino-Japanese War (1937-1945), the Japanese aggressors spared no effort in blocking the sale of the He 66s to China. Nevertheless, by January 1936, the twelve He 66s originally ordered by the Chinese Air Force were finally cleared for shipment. While in route to China via Hong Kong, the British Government in Hong Kong intervened and impounded the shipment. The He 66s spent many months crated in Hong Kong harbor aboard ship. In the thick of negotiations between China and Britain, the Chinese Air Force ordered three additional ex-Luftwaffe He 50Bs modified to He 66 standard. When the Sino-Japanese War erupted on 7 July 1937, the British in Hong Kong finally released the detained He 66s. The fifteen He 66s were hurriedly assembled and pressed

into service as trainers. Because of the lack of spare parts, these He 66s were eventually written off from active service.

In early 1938, the Chinese Air Force purchased ten ex-Luftwaffe Hs 123A-1s. They were assembled by the First Aircraft Fabrication Factory in Hengyang, Hunan Province. Serving in the 15th Squadron, these Hs 123A-1 participated in the following combat sorties against Japanese shipping along the Yangtze (Yangtze) River:

Date	Number of a/c	Number of Bombs dropped
6-28-38	5	20 x 50 kg
7-2-38	3	12 x 50 kg
5	20 x 50 Kg	One Japanese destroyer damaged
7-3-38	4	16 x 50 kg

Compared with contemporary Japanese aircraft, the Chinese Air Force Hs 123A-1s were outmoded. They were eventually withdrawn from front-line service and spent their remaining career as trainers.

D. Y. Louie (SAFCH #544), 1 Irving Place, Gramercy 16D, New York, NY 10003-9706, USA.

The Destruction of Two Chinese RB-57s

D. Y. Louie, P.E.

[Author's note: I've recently translated a few articles for Chris Pocock, the author of "The Dragon Lady". Perhaps these are of interests to SAFO readers? The first comes from the book, "The History of the PLA Air Force" and the second appeared in the 3/1984 issue of "Navy Knowledge".]

Erasing a RB57D from the Sky

Kuomintang RB-57Ds initiated flights over mainland China on 14 January 1959. Flying at an altitude of 20,000 m, the PLAAF was unable to intercept the intruder. The MiG-19, then the most modern interceptor in the PLAAF inventory, had a maximum ceiling of 18,000 m.

In an effort to counter these RB-57D intrusions, the PLAAF sped up its missile program. Under the guidance of Soviet advisors, the PLAAF completed the initial phase of missile training in April 1959. By 21 September of the same year, the Beijing Air Defense District Missile Battalion was fully operational.

At 1008, 7 October, a Kuomintang RB-57D entered China air space near Mount Wen, Zhejiang Province. It was immediately "escorted" by MiG-19s. At 1122, the intruder was tracked to a position 480 km southeast of Beijing. The Beijing Air Defense District Missile Battalion was put on full alert. The 2nd Missile Battalion's control radar illuminated the raider at 1150 at a distance of 115 km. When the RB-57D was at 60 km, Battalion Commander Yueh, Jinhua gave the order to launch three salvos of Hungqi (Red Flag) SAMs. They raced towards the target and successfully engaged it at 1204. The wreckage of the RB-57D and pilot Wang, Chinyin's body were recovered about 18 km southeast of Tungyuan.

Destroying an Enemy RB-57 in the Stratosphere

February 18, 1958, was New Year's day on the lunar calendar. At 1100, a Kuomintang RB-57 was detected over the southeast coastline. Two MiG-19s were immediately scrambled to intercept the pirate. The lead plane was flown by Wu, Chunsheng. His wingman was Shu, Jicheng. They rapidly zoomed up to maintain an altitude of 12,000 m. This ceiling was selected on the basis of previous RB57 flights which normally occurred on moonless winter nights. Wu and his wingman had been fully trained to intercept enemy planes at this altitude during the past December. While heading north, Wu received direction from the ground controller to revert to bearing 180. The RB-57 had changed course to enter the Chinese air space near the Shangdong Peninsula. Wu immediately raced south at 15,000 m and detected a speck at 9 o'clock. The sighting was reported to the ground controller in a timely fashion while his wingman was simultaneously alerted. Without any further delay, Wu and Shu split to give chase to their prey from two directions. They converged at a distance of 300 m astern of the RB-57. Wu fired first and missed the target. He was flying at high speed and at a high altitude. The air stream and vibration caused Wu difficulties to maintain a steady fix on the fleeing RB-57. Wu corrected his course and dived towards the bogy. He held his position steady until the image of his soon-to-be victim filled up the entire ring of his gun sight before he committed to firing again. Meanwhile, Shu attacked the RB-57 from the opposite side. The combined fire power brought the disintegration of the Kuomintang RB-57. Wu and Shu returned to base as heroes of the New Year.

D.Y. Louie, P.E. (SAFCH #), 1 Irving Place, #316D, New York, NY 10003-9706, USA.

Chinese Aircraft National Insignia before 1937

Lennart Andersson

Many different national insignia were used by the air forces of the provincial and central government in China during the period before 1937. Some of these are shown below,

Some insignia were variations of a basic design, but others were totally different. The triangle marking used on Kwangsi aircraft looks like a national insignia, but, since it was combined with variants of the Chinese sun insignia and rudder stripes, it might be some other type of marking. Minor variations, such as different proportions, thin white outer ring, thin white ring between blue-white sun and red ring, etc, are not shown.

The markings of Chili (Paoting) 1920-24, Yunnan 1921-?, Chekiang (Kiangsi) 1922-27, Kalgan (Kuominchun) 1924-28, Nanking 1925-27, Shansi 1925-30, Shantung 1926-28, Szechwan 1929-37, Honan 1929-30, Hunan 1931-32, Canton (Kwangtun) 1927-1931-36, Fukien 1931-1933-34, Sinkiang 1931-?, and Inner Mongolia 1935-? are not known at all.

Any readers with additional information that could improve our understanding of Chinese insignia, please contact me at the address below, or send it to the editor.

Air Force	Wings/Fuselage	Tail
Chinese Republic, Peking	1	1
	2	21
Canton (until 1927)	3 and 4	-
Central Government, Nanking (1927)	3	- and 3
	4	22 (24 on a Corsair)
	4b	27 (on Douglas O2Ms)

Chinese Navy	?	25
	4c	23
	4 (also 4d)	24a
Canton (1928-36)	4	- (ca 1929)
Manchuria (until 1931)	? (2?)	26
	3a (3, 4a?)	28
Manchoukuo (from 1932)	2	21a, 21b and -
	6	-
Kwangsi (1932-37)	3	3
	3	29 and 29a
	5 or 5a (sometime on fuselage)	

Notes to the insignia:

1, 2, 6, 21, 21a, and 21b were red, yellow, blue, white, and black.

3 was blue and white with a red ring.

3a was blue and white with red and blue rings.

4 was blue and white

4a, which seems to be blue and white only, might be a misunderstanding of 3a.

4d is probably an inverted version of 4.

5 and 5a could be unit markings or something else.

22 normally had six blue stripes, but versions with seven to nine stripes existed.

23 was probably introduced when this flag was adopted in October 1928. Red flag with white sun on blue field.

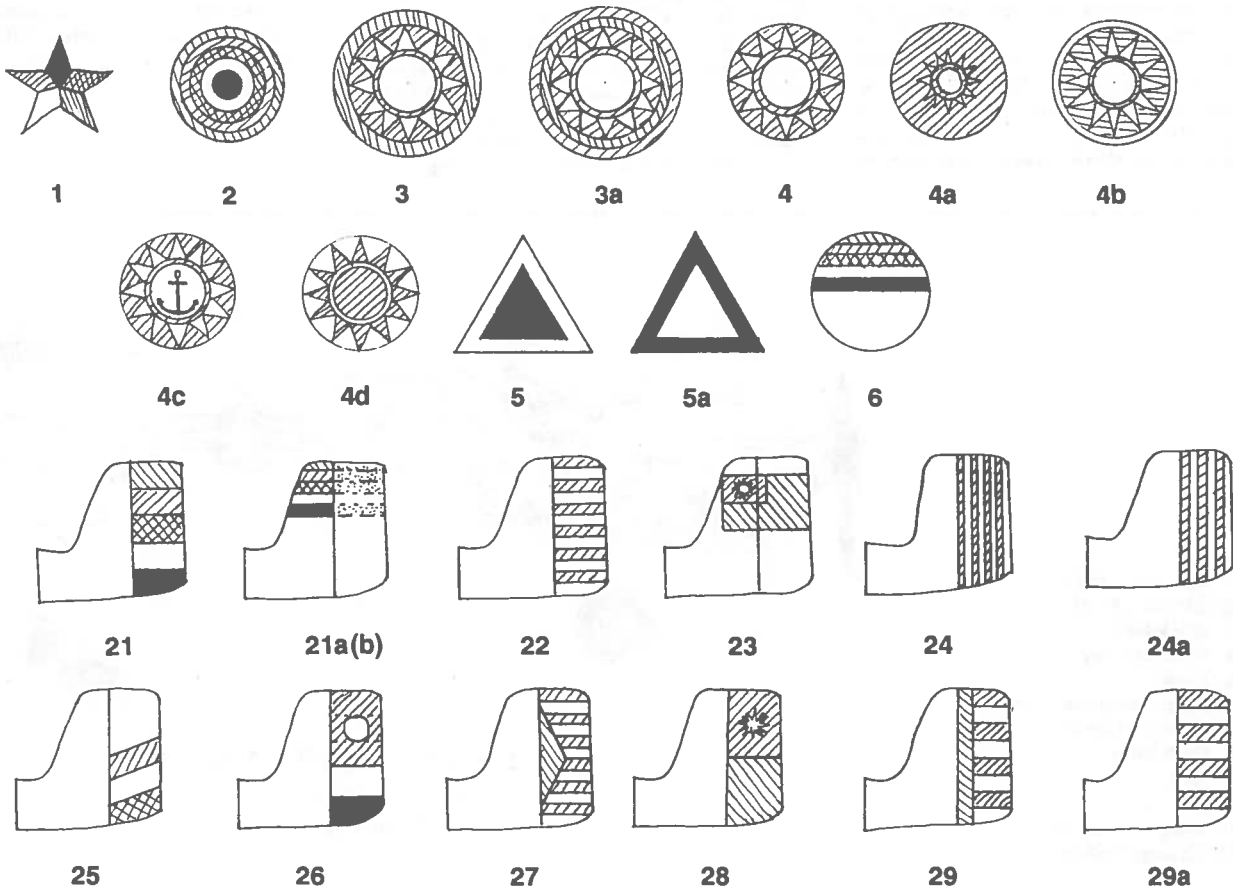
26 probably had the same colors as 21, with a yellow(?) circle added. It is possible, however, that there were only four bands/colors.

27 probably had blue stripes and red triangle.

28 probably was, from top, blue and red with white sun.

29 normally had four horizontal stripes, but could also have five.

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Historia Grafica de la Fuerza Aerea Mexicana,
Hector Davila Cornejo.

As the title indicates, this is a photo books. However, I've never seen a more informative photo book. The are 363 photos and each accompanied by a short, but information-packed caption. The captions are in Spanish, but, with the help of the photo, they yield to translation by even the most language-impaired. For example: Can you translate this caption, even without the photo? "En 1927 la FAM adquirio, nuevos, de fabrica, 10 Bristol Fighter F,2B, numeros de serie 7222 a 7231 con motores Hispano-Suiza de 300 hp, los cuales equiparon el 3er. Escuadron de 1er. Regimiento Aereo, que entro en combate durante la rebelion del general Escobar en 1929." Of necessity, the photos of the older a/c are in b&w, but most those of modern a/c are in color.

The book is divided into eight main chapters: "Los Albores de la Aviacion Militar", "La Escuela Militar de Aviacion", "Aviacion Tactica", "Enlaces y Transportes Ejecutivos", "Transportes", "La Aviacion Presidencial", "Helicopteros", and "Les Apariencias Engahan". Additional chapters, really appendices, provide color drawings of 54 squadron insignia, a table listing the current status of the MAF, a table alphabetically listing all a/c used by the MAF, and a list of abbreviations.

This book is soft bound with 96 A-4 size pages printed on quality glossy paper. The photos are generally small, with from four to six per page. However, the reproduction is so good that most of the time it is possible to make out the placement of markings and insignia with sufficient confidence to initiate modeling dreams.

The only problem I had with this book was with the organization: Each type of a/c was covered from the beginning to the present in its own chapter, resulting in the clock being reset to zero at the beginning of each chapter. To prevent 'jet lag', I would have preferred the photos to be presented in a straight chronological order, but this is a personal preference and in no way reduced my enjoyment of the book. I also would have liked to see the table that lists the a/c in alphabetical order to have in-

cluded the numbers of the photos depicting each a/c; this would have served as a very handy index enhancing the usefulness of the book as a reference.

This is a knock-out of a books that filled in many, if not all, the gaps I had in my illustrative knowledge of MAF a/c. Many of these a/c I only had read about, but never before seen illustrated. And not a few I had not even read about.

This is an excellent book that is highly recommended to anyone with even a passing interest in the Mexican Air Force. Can you imagine the gems that would be found in similar 'Historia Grafica' on other Latin American air forces?

The price for this book is US\$20. Send check or money order payable to Estrategia Aeronautica e Industrial SA de CV at Tepeji # 73-A, Col. Roma Sur, CP 06760, Mexico DF, Mexico. See the review of 'America Vuela' in the 'magazine' section of the SAFO issue for special prices available when subscribing to 'America Vuela'.

Grumman Albatross: A History of the Legendary Seaplane, Wayne Mutza, Schiffer Publishing, 1996. Softbound. Photographs, tables, line art. 109 pages. \$19.95.

One of our own members has put together a fabulous new book on the popular and ubiquitous Grumman Albatross twin-engined amphibious flying boat. Wayne Mutza's affection for the "Goat" is evident in his treatment of the old bird's varied and intriguing history.

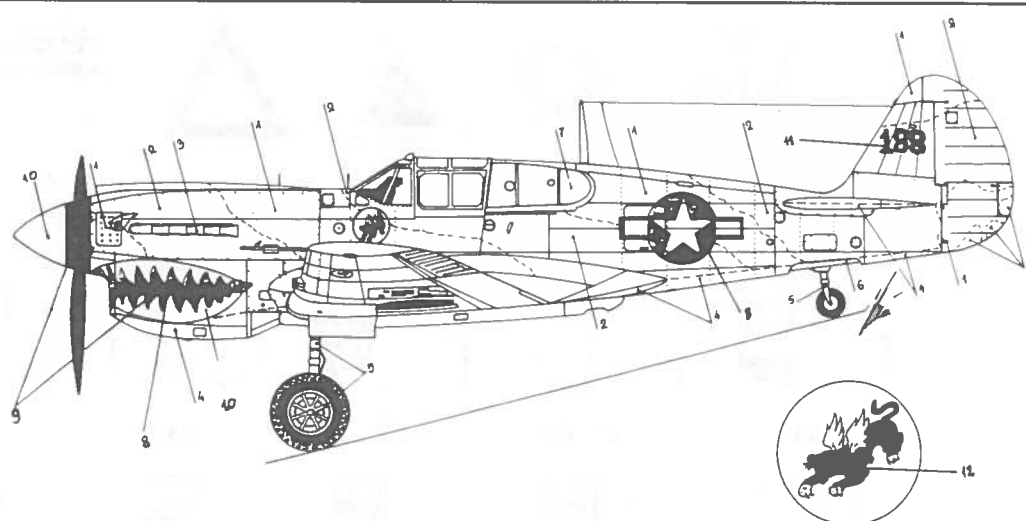
This outstanding work covers the Albatross in 15 chapters, from its inception as the "Pride of the Iron Works", through its use by the US Navy, USAF, Coast Guard, foreign military, and civilian operators as a sub-hunter, air-sea rescue aircraft, airliner, and transport. Wayne examines every variant from ASW to turbopowered civil types, including those currently extant in museums or as flying "warbirds". Each chapter is a highly readable account of some aspect of this significant amphibian's career. In fact, this book is much more than a reference work, as the complete Albatross story is well-told and extremely interesting.

As a reference source, Wayne's book will not take a back seat. About 275 photographs, decorating every page of the book, document the Albatross in its myriad versions and liveries. Many of the photos cover a third of a page or more, so many details can be seen. The best feature is that 127 of them are in glorious color; the best color representation I've ever seen in a book of this type and price. I'm glad that Wayne didn't skimp on exotic schemes: Trust Territories Airlines, Chalk's, and the Smithsonian's explorers all come in for their share of color reporting, as well Thai, Italian, Mexican, Indonesian, and other foreign military operators. Ten line profiles detail the development history of the Albatross.

Schiffer did an excellent job in laying out, printing, and binding Mutza's copious data. The covers are heavy, glossy card, creased near the bound edge to help keep them and the binding intact. The book is printed on very high-quality, heavy-gauge glossy stock, guaranteeing accurate and vivid reproduction of the excellent photos. Wayne has drawn on many different sources for his research and illustrations, so the book does not have the look of a company brochure. He acknowledges a large group of contributors, and I see more than a few of our members in there -- nice work, everyone!

This is a fine book that seaplane fans can't afford to miss. If you don't think ASR operations can be as exciting as combat, read Wayne's book. His accounts of harrowing operations allow you to see Grumman's rugged seabird through the eyes of the crews who knew and loved her. The photographic coverage is second to none; the color alone is worth the list price! All success to Wayne Mutza with this new title, and thanks to him for the review copy.

[Editor's note: This review was written by Bill Devins (SAFCH #557) and is reprinted from the Summer 1996 issue of *Chine Lines*, the newsletter of the IMPS/USA Seaplane SIG. If you enjoy seaplane, you owe it to yourself to contact Bill Devins, 107 Troy Hills Rd., Whippany, NJ 07981, USA.]



1. Medium Green
2. US Dark Earth
3. Brick Red
4. Neutral Grey
5. Silver
6. Zinc Chromate Primer
7. Interior Green
8. Dark Blue
9. Red
10. White
11. Insignia Yellow
12. Orange Yellow

P-40M WARHAWK

W. Urbanowicz
75th F.S.

Paraguayan Air Force Beaver/Otter/Twin Otter Fleet

Antonio Luis Sapienza

1. DeHavilland DHC-2 Beaver

Four Beavers were donated by the American Government through the military Aid Program (MAP) to the Paraguayan Air Force (FAP) in 1975. During their active life, they belonged to the Transport and Training Air Group (GAET) based at Nu-Guazu AFB near Asuncion, and they were serialised as follows: 0223: DHC2/L-20A-DH, c/n 946, ex-US Army 1621. It was WFU in the early 80s. 0225: DHC-2/L-20, c/n 962, ex-USAF 55-4584. In the early 80s, it was re-serialised as 0205 and it was kept in flying condition until 1988. It was the last Beaver in service in the FAP. 0227: DHC-2/L-20, c/n 955. In the early 80s, it was re-serialised as 0207. 0229: DHC-2/L-20, c/n unknown. It was destroyed in an accident in 1979.

All FAP Beavers used a two-tone camouflage of dark green and dark brown from 1975 to 1980. In 1980, the dark brown was replaced by light gray, and the lower surfaces were painted in matt olive drab. The cowlings, wing tips, and vertical stabilizer were in orange and the Paraguayan flag colors, red-white-blue, were painted on the rudder with a yellow star on the white stripe. The serials were in white square numbers in the rear part of the fuselage only.

2. DeHavilland DHC-3 Otter

There was only one Otter in FAP service and it had the c/n 447. It was donated by the Argentine Air Force (ex-FAA P-II) on 25 August 1972. Once in FAP service, it was serialised as T-05 and belonged to the GAET. It had an overall red color scheme, with orange wing tips and vertical stabilizer. The upper part of the cockpit was painted in white. In 1975, its original engine was changed and it was re-serialised as 0215. In 1980, it was totally painted in red and it received the serial 0209. Due to its particular color scheme, it was known as "El Caballero Rojo" (The Red Gentleman). It was partially destroyed in an accident in 1980 and WFU that year.

3. DeHavilland DHC6 Twin Otter

The only Twin Otter in service in the FAP has the c/n 137 and it belongs to the 200 series. It was acquired as the Presidential transport in July 1968, and although its civil registration ZP-GAS, it was flown by FAP personnel. IN 1989, it was officially transferred to the FAP as FAP-01, where it continued in its role as Presidential transport within the Air transport Group (GTA). In 1991, it was re-serialised FAP-02. as the serial FAP-01 was given to a Beechcraft Super King Air 350. It is still in service in 1996.

Photographs (See page 70)

a. DHC-2 Beaver, s/n 0205, GAET, San Bernardino Airfield, July 1988. Color scheme is the same as for (a) (Author)

b. DHC-3 Otter, s/n T-05, GAET, 1972. Overall red with orange wing tips, vertical stabilizer, and forward part of cowl. The upper part of the cockpit is white. (G. von Rauch via author)

c. DHC-3 Otter, s/n 0215, GAET Pedro Juan Caballero Airfield, 1976. Overall red with black antiglare panel and white on tips of wings and tail surfaces. White serial numbers. (FAP via author)

d. DHC-3 Otter, s/n 0215, GAET San Bernardino Airfield, 1976. Same color scheme as (e). (FAP via author)

e. DHC-6 Twin Otter, ZP-GAS, GTA, Ayolas AFB, 1988. White upper surfaces, natural metal undersurfaces and red trim. Black serials, antiglare panel, and radome. (FAP via author)

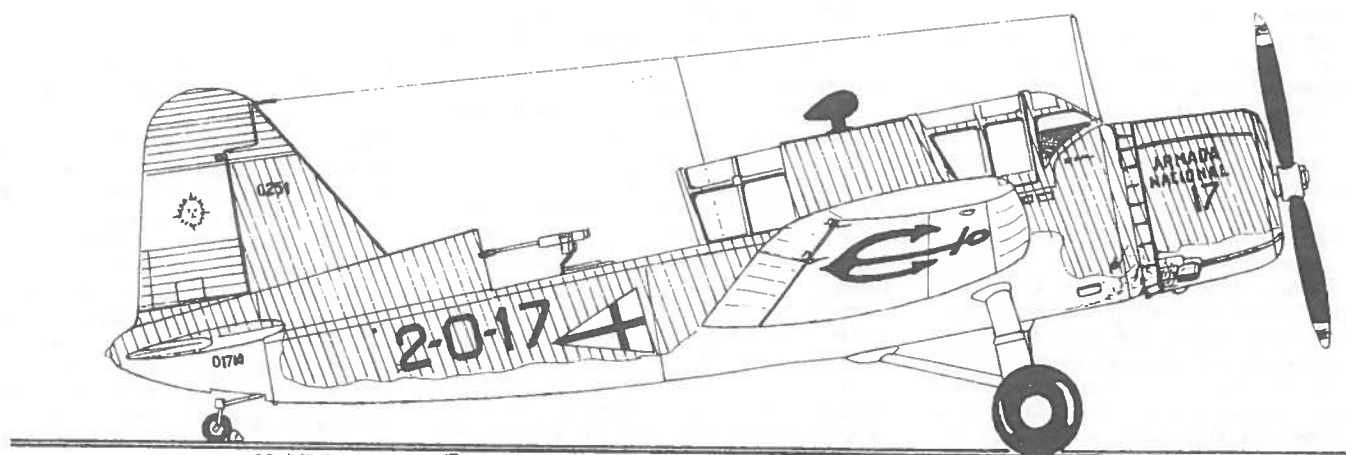
f. DHC-6 Twin Otter, ZP-GAS, GTA, Ayolas AFB, 1988. Color scheme the same as (f). (FAP via author)

g. DHC-6 Twin Otter, s/n FAP-01, GTA, Asuncion International Airport, 1990. Color scheme the same as (f). (Author)

h. DHC-7 Twin Otter, s/n FAP-02, GTA, Asuncion International Airport, 1992. Color scheme the same as (f). (Author).

Antonio Luis Sapienza (SAFCH #1160), Casilla de Correo 2721, Asuncion, Paraguay.

VOUGHT OS2U-3 KINGFISHER Argentine Navy



DRAWING BY JORGE F. NUÑEZ PADIN. SAFCH #395
APRIL 1983

Air Photographic International, #14 July-September 1996. CK Publishing, 14 Eastcote Road, South Harrow, Middlesex, HA2 8LG, England. Four issue per year £20 surface or £27 airmail. Payment by Bank Draft on a UK Bank, International Money Order in Sterling, or Eurocheque, made out to CK Publishing.

Chris Knott sent me this copy of his publication for review in SAFO. I was not aware of API before, and this has been my misfortune since it is an excellent publication with much to interest the small-air-force enthusiast.

This is, as the title indicates, a photo book. There are two photos per pages each accompanied by a short but informative caption. I must admit that I was not aware of how much more informative large color photos are than usual size photos found in aviation magazines. Details that I was never aware of stand out clearly; attempting to model an a/c without a large color photo verges on the foolish. API is an A-4 size magazine consisting of 44 pages printed on high quality glossy paper. Photo reproduction and color fidelity is excellent, and the selection of subjects, well restricted to the present, is wide ranging. The issue at hand covers the following: The covers have photos of a Ukrainian Su-27, a Tunisian An-32, an Aero Caribbean Yak-40, Boeing B-52, German MiG-29, and South African ATR-42. In side, there are chapters on: "Grumman Boats" 11 photos (including one Indonesian Albatros). "Don Muang AB, Thailand - 12th January 1996" 4 photos (P-3, CH-47, C-123, & T-33). "Canadian DC-8s" 4 photos. "Russians in Germany" 11 photos. "Chandler, Arizona - 10th March 1996" 4 photos. "Dominican Air Force" 4 photos (A-37, OH-6, T-34, & Cessna 207). "Boeing 747SP" 11 photos. "CAFT-33s" 4 photos. "Ilyushin Il-62s" 4 photos. "Spanish Air Force" 11 photos (F/A-18, F-5B, CASA 212, Beech F-33, Puma, Mirage F1, C-130, CASA 101, Falcon 20, CL-215, & P-3). "Latvian National Guard" 2 photos (Wilga & An-2 with Aukseklitis insignia).

Chris write that "The magazine is produced by enthusiasts in their spare time." It certainly doesn't look like an enthusiasts publication and is as professional looking as any commercial magazine. If you like good aviation photography, you owe it to yourself to look into Air Photographic International.

"Aviation History Colouring Book has been an ongoing occasional series devoted simply to the colours and markings of aircraft of the bygone era of the 1930s & 40s. The first twenty-five parts in the series have been inexpensive four-page 'mini-monographs' in plastic slip covers, providing many essential details about the colours and markings of Australian Air Force aircraft and including previously unpublished information and a total of 22 colour chips. RAAF Spitfire Special is number 26 in this series, although coming to you in a different, larger form."

#26 RAAF Spitfires Special. This booklet contains 24 A-4 size pages covering RAAF Spitfires. The first sections, "Spitfire Camouflage & Markings Diagram", takes 3 pages to do precisely what it says. The next 11-page section, "Camouflage & Markings of Twenty-Six RAAF Spitfires Detailed", uses large side-view drawings, along with an occasional top and/or bottom plan view, and captions to described RAAF Spitfires. The drawings are well done and the captions are informative. The final two pages matches RAAF colors to FS95 equivalents. The RAAF Spitfire Special is a useful book for

anyone interested in RAAF Spitfires, and it becomes indispensable if you're planning to build a model of one.

#27 Missing Links: RAAF Colours, Markings & Camouflage of 1921 to 1941. In this A-5 size 24-page booklet, Ian Baker describes 18 RAAF a/c: SE5A, Fairey IIIID, Westland Wapiti, DeHavilland DH60 Gipsy Moth, Supermarine Seagull III, Supermarine Southampton, Bristol Bulldog, Hawker Demon, Supermarine Seagull V, DeHavilland DH.89A Dragon rapide, Avro Anson, Avro Cadet, Wackett Gannett, Lockheed Hudson Mk.II, Short S.23 Empire, North American NA-16-2K, CAC Wirraway, & Douglas DC-3. Most a/c are illustrated with a well-executed side-view drawing with an occasion top and/or bottom plan b = view, but there are a few that are illustrated with a drawing of the a/c in its environment. Short captions describe the color schemes and markings. Running between the drawings is a text that describes the evolution of RAAF color schemes. The chapters, with sub-sections, are: "The 1920s & early 1930s" The first colour schemes; national insignia; serials; evolving colour schemes & finishes. "The 1930s" Concerning squadron markings; changes to national insignia; changes to marking of serials; squadron letters instead of squadron markings; doping scheme changes; camouflage introduced. "1940 & 1941" national insignia revisions & colours; unit letters; the 'EATS' effect; camouflage schemes; trainer colours; serials. A final two-page section. "Colour Notes" gives the author's thoughts on some of the more controversial RAAF colors.

It is clear from the above description that "Missing Links" is a thoroughly enjoyable monograph that thrown much light on the debate over RAAF colors. No small-air-force enthusiast even vaguely interested in RAAF aircraft should be without this book.

For details, prices, stocklists, mail order etc., write to Ian K. Baker, 31A Mercer Street, Queenscliff, Vic. 3225, Australia.

Plieno Sparnai (Wings of Steel). Annual magazine published by the Lithuanian Museum of Aviation, Veiveriu 132, Kaunas 3018, Lithuania.

#3 1996. This issue of the Lithuanian Museum of Aviations' annual publication is almost entirely devoted entirely to transatlantic flights with a Lithuanian connection. Of course, the major part is devoted to the Lituania and its pilots Darius and Girenas. "Lituania" (5 pages) describes the aircraft including 4 photos and a 1/72-scale 4-view drawing. "G. M. Bellanca" (4 pages) is a history of the designer of the Lituania and includes 6 photos and a table of record flights by Bellanca a/c. "The Flight of the Second Lituania" (4 pages) describes the flight of the Lockheed Vega 'Lituania II' including 3 photos and a page of 1/72-scale drawings. A great many other articles describes Lituania replica built in 1982, various memorials to Darius and Girenas in Lithuania and the USA, and the suppression of any memory of Darius and Girenas during the years of Soviet occupation. The last two articles described two 1993 flights across the Atlantic. One from the USA by two Lithuanian in a Piper Cherokee to mark the 60th anniversary of Darius and Girenas flight. The other by two Americans flying the other way in an ex-Lithuanian An-2. The back cover has color drawings of the Atlantic-crossing Lituania NR926Y, Lituania II NR926Y, Piper Cherokee N6600W, and An-2 LY-AKN

America Vuela, La Revista de Aviacion Latinoamericana. Tepeji No. 73-A, Colonia Roma Sur, CP 06760, Mexico DF, Mexico. US \$5.00 per issue.

America Vuela is a typical aviation magazine in A-4 size with lots of color photos (and advertisements) on high-quality glossy paper. Much of the contents is devoted to the aviation industry and general aviation. What distinguishes it from similarly-oriented magazines from around the world is its emphasis on Latin American aviation. America Vuela will not be everybody's cup of tea, but, if your interested in Latin American aviation, its worth looking into.

A subscription to 10 issues of 'America Vuela' costs US\$35; for 20 issues it's US\$55. If you order the book "Mexican Air Force Graphic History" at the same time, the cost is US\$48 and US\$66 respectively. For ordering information, see review of this book in the 'Books' section of this issue of SAFO.

No. 32 1996 (44 pages) Beside the articles of general interest, there is a 10-page article on "Fuerza Aerea de Chile" which includes 11 color photos (Mirage 50, A-37, C-130, F-80C, ENAER T-35 Pilan, Bo-105, CASA C-101 Aviojet, Mirage 5M, & F-5E).

No. 33 1996 (56 pages) This 'Edicion Especial' celebrates "75 Anos de Aviacion Comercial Mexicana" with a 25-pages article on the history of Mexican commercial aviation. The main body of the article includes 23 photos (Lincoln Standard Speedster, Fairchild 71, Travelair 6000-B, Curtiss Robin, Ford 5-AT Trimotor, Fokker F-10A, Northrop Delta, Consolidated Fleetster, DC-3, DC-4, DC-6, deHavilland Comet, Fairchild C-82A, Boeing 727, Douglas DC-10, Airbus A320, & Boeing 757) all in Mexican registration. A separate section gives small photos, specifications, and brief description of 24 a/c types used in Mexico, including, besides those mention above, the Stearman Junior Speedmail, Fokker F.VIIa-3m, Lockheed Orion, Lockheed 10 Electra, Boeing 247, DC-7, DC-8, Fokker 100, Fokker F-27, BN Islander, & BN Trislander. Finally, a 3-page table lists all the individual a/c giving their serial numbers, Mexican registrations, and the names of the operators. This is a very fine article and America Vuela should be very proud of their accomplishment. Anyone interested in old airliners, commercial aviation in the small countries, or Mexican aviation should write to the editor asking about the availability of back issues.

ESM 72 (Model-Aire International, PO Box 159, Olema, CA 94950. Quarterly. \$24.00 per volume. \$30.00 outside the USA.)

Vol. 1, No. 2, Summer 1996 (68 pages). The second issue of Tom Young's "Encyclopedia of 1/72 Scale Models" is now at hand and we can see how he intends to treat this quicksilver subject. The "Aircraft" section begins with 6 pages of "Updates, Corrections, Additions" which lists kits released since the last issue, correction to mistakes made in last issue, and kits left out of the last edition. This is followed by the "C" section which lists the products of manufacturers from Cadet to Czech Masters in 21 pages. The section on "Vehicles" is similarly arranged with 4 pages of Updates and 8 pages to cover manufacturers from Cannon to Czech Masters. A new section on "Rockets, Mis-

Continued on page 88

The Fizir Vega AF-Z Amphibian

John Raymond

My avocation is researching obscure aircraft, so that modelers can bring them back to life in model form. While researching Fizir Aircraft, I became obsessed with the Fizir Amphibian because of its complete obscurity. This article is a follow up on the information published in SAFO #58, page 63 in the hope that it will answer some of the questions about the AF-Z.

Work on this amphibian began when Rudolf Fizir and a group of Yugoslav designers employed Josip Vuk to develop construction drawings for a small amphibian aircraft. The amphibian began taking shape, in mid-1929, in a small workshop at Fizir's home in Petrovaradin, a small village near Novi Sad.

Unfortunately, Victor Maichsner, a commercial manager in Novi Sad, who was financing the project with his own money, suddenly cancelled his support, stating that he lacked the money to finish the project. By this time the AF-Z was well over half-way built. Then, an engineer by the name of Rukavina, took a professional interest in the project and offered to assist by providing some financial support. He also did the design of the engine mounts.

The Ikarus factory in Novi Sad, which had shown interest in amphibian designs, became interested in Fizir's little amphibian. The first test flights took place in November of 1930 with Vladimir Strizevski as the pilot. (Strizevski had made a name for himself in aviation when he won first prize in competition flight from Belgrade to Prague and on to Warsaw. Later he flew for Aeropot, and, on 22 August 1940, he was killed in a crash on Velebit Mountain.)

After Strizevski completed the test flights, he was forced to leave the project and return to duty. When all the tests were done and it was proven that the aircraft could take off and land successfully from land or water, it was given an airworthiness certificate with the civil registration UN-PAT.

The little amphibian was a single-engine, high-wing monoplane of wooden construction. It had a boat-shaped hull with water-tight compartments and seats for a pilot and one passenger. On both sides of the fuselage were sponsons, similar to those used on the Dornier flying boats, to provide lateral stability on the water. The veneer-covered fuselage was well insulated and varnished to keep it out of the water. There was excellent visibility from the cockpit. The seats were mounted one in front of the other. The Fizir had only limited instruments and navigational aids.

There were three parts to the wings: The center section, which was an integral part of the fuselage was fitted with the pusher engine and a 15 Imperial gallon (70 liter) capacity fuel tank was placed in front of the engine in the wing. The outer wing panels were elliptical in shape and had a slight sweepback. Each panel had 17 ribs and two spars constructed of duraluminum tubes and steel cables and covered in canvas except for the front part which was veneer. The wings were supported by two pairs of brace and reinforced by crossed cables to the sponsons. The landing gear, manually operated by the pilot, could be raised or lowered through 180 degrees in about 20 seconds.

The rudder made of steel tubes and the vertical stabilizer of wood. The horizontal stabilizer, mounted midway on the vertical stabilizer, was constructed of two parts and connected to the fuselage by four struts. The angle of incidence of the horizontal

stabilizer could be set on the ground. Steel tubes also made up the elevators, and both the rudder and elevator were covered with canvas. The rudder and elevator was controlled by steel cables.

The engine was a Walter Vega 85-hp, five-cylinder, radial engine with a two-bladed, fixed pusher propeller. The engine was started with a Vijet actuator. Two benefits for using a pusher mounting were good visibility for the pilot and the exhaust gases were vented away from the cabin.

After the initial test flights, it was time to test it on the open waters of the sea. Bogham Jaklich made several flights and landings and, on 10 September 1931, the amphibian was in Divulje (near Split, the site of the Yugoslav Naval Aviation Hydrobase). After some minor problems with the landing gear experienced while doing the demonstration at Divulje, a flight over Split. The newspaper at that time reported that it was painted in blue and that the letters UN-PAT were clearly visible from the ground.

Two days later, the aircraft landed in the port of Split. Most of the citizens of the city showed great interest in the plane since it was of Yugoslav design.

After the amphibian returned from its sea trials, it was purchased by AeroKlub, the Central Board of the Yugoslav sport aviation organization, and it was assigned to the club at Osijek.

In 1932, the aircraft was rebuilt: The the cabin was lowered to reduce drag and the Air Force provided a four-bladed propeller which had made thinner and shorter blades to increase performance. After all the modifications were complete, the wheels could be raised by 90 degrees. This created so much water resistance that the little amphibian could not take off from the water.

After this, the aircraft was used for promotional flights and participating in air shows at Borovo and Belisce. It was then returned to the AeroKlub and there is no reports of it flying after 1932. I did however find out that the engine ended up in the Yugoslav Aeronautic Museum in 1972.

Specifications for the Fizir-Vega AF-Z Amphibian

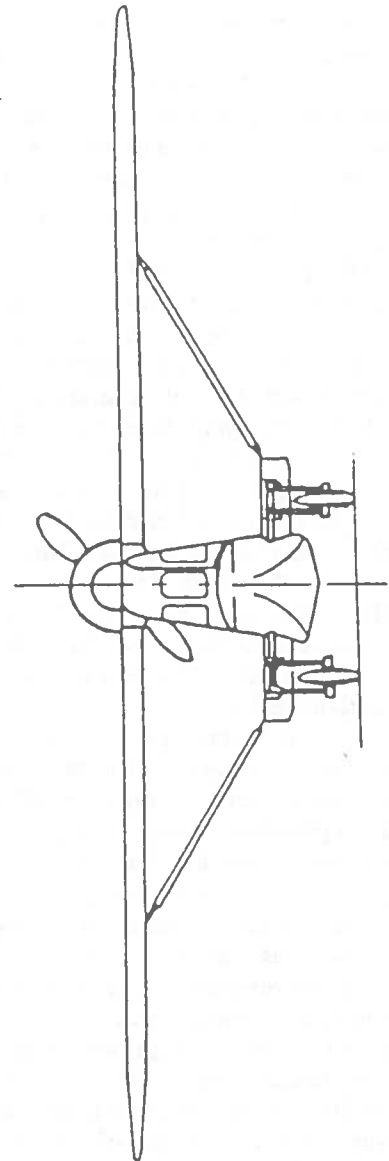
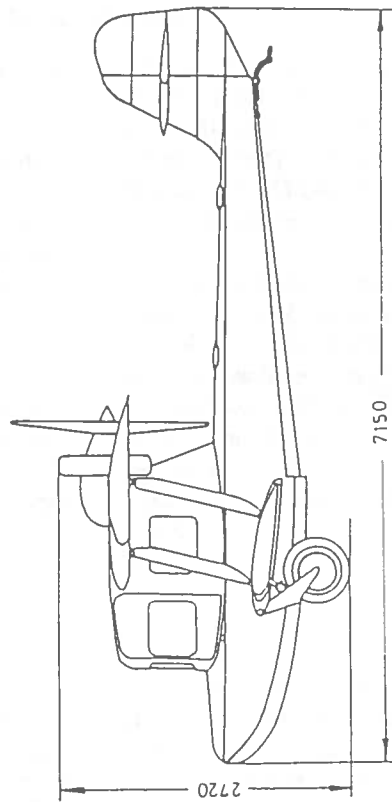
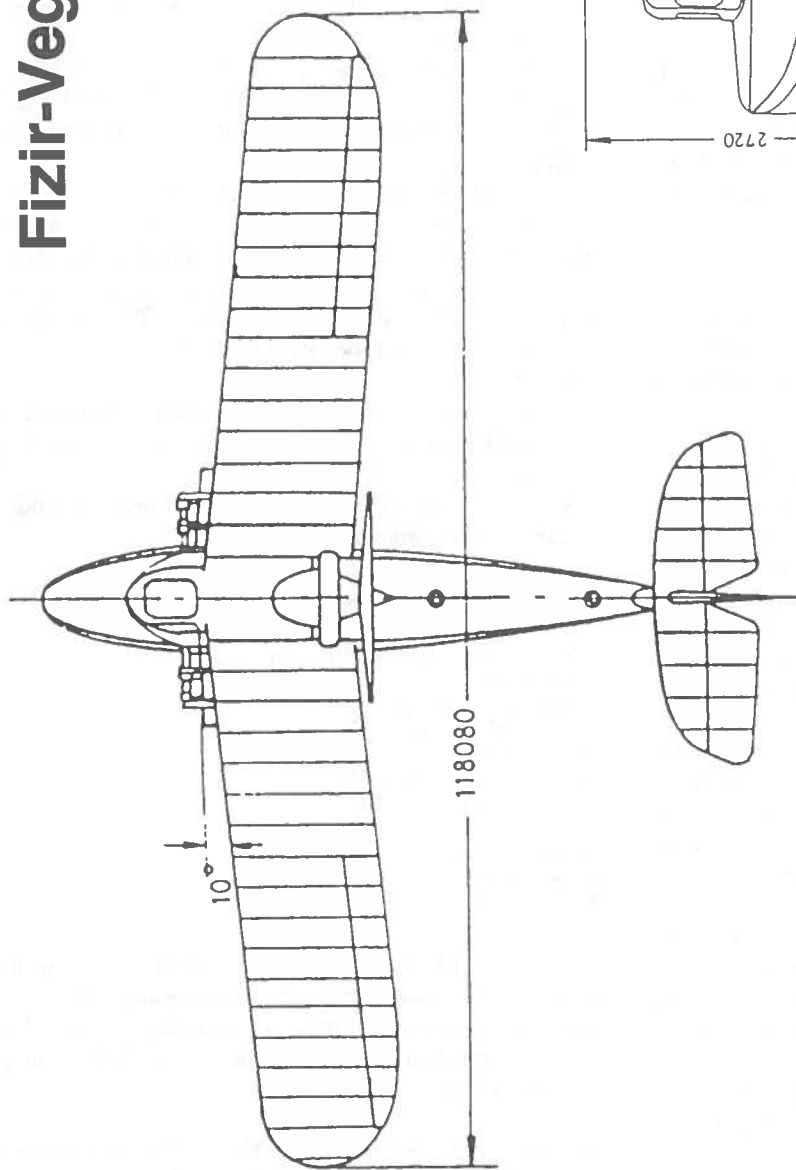
Engine: Walter Vega 85 hp 5 cylinder radial.
Speed: 87 mph.
Landing Speed: 42 mph.
Service Ceiling: 11,483 ft.
Range: 245 miles.
Empty Weight: 1,014 lbs.
Payload: 507 lbs.
Span: 36 ft 8 in.
Length: 23 ft 2 in.
Height: 8 ft 9 in.
Wing Area: 172 ft².

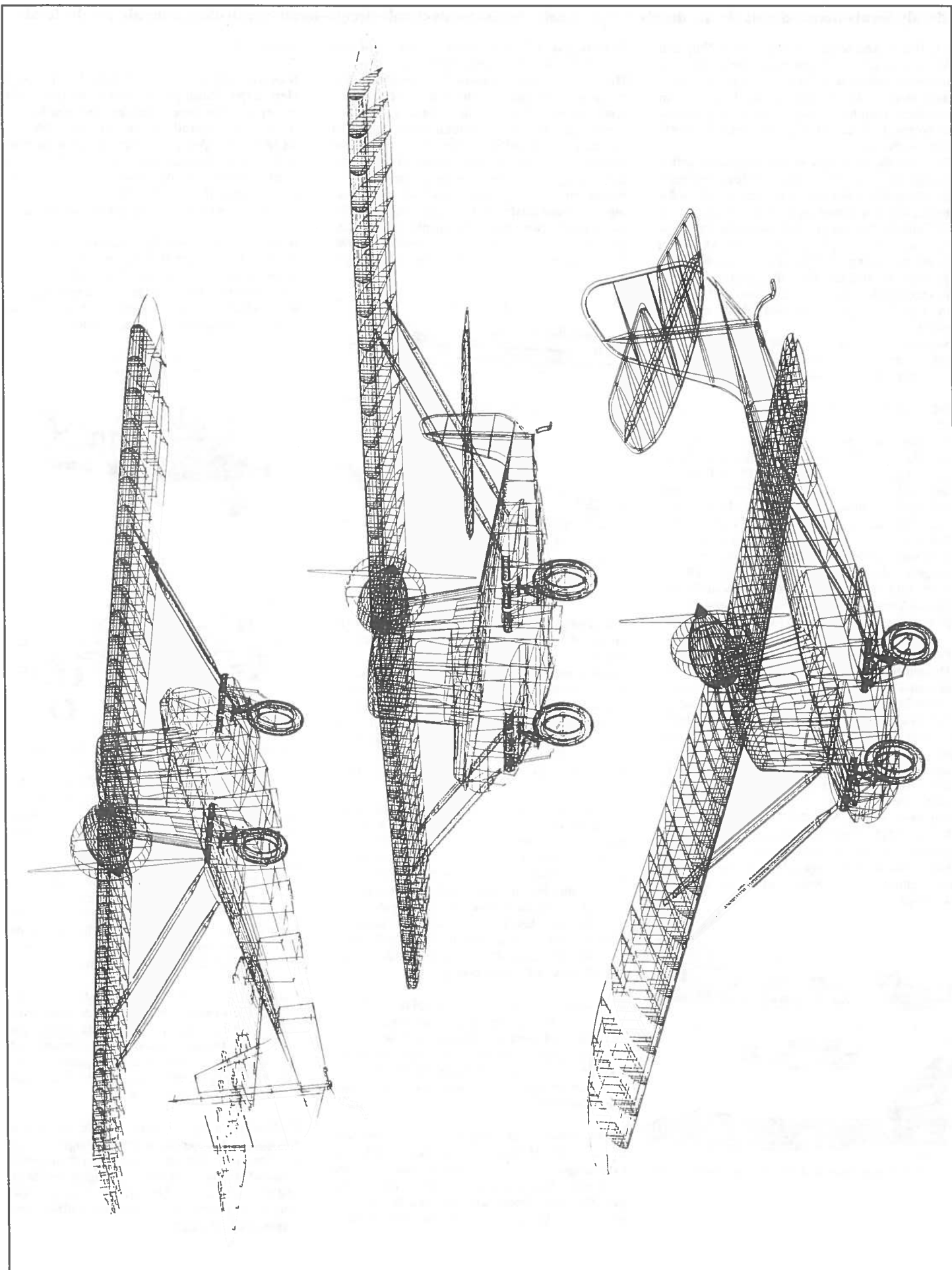
I would like to thank Paul Lund of Washington state for providing the computer generated drawings. They should be of assistance to anyone interested in building a model of the AF-Z. If anyone has further information on this little aircraft, please drop me a line.

John Raymond (SAFCH #1381), AIRCRAFT RESEARCH LTD., 27-5 Queens Way, Camillus, NY 13031, USA

Fizir-Vega AF-Z Amphibian

1/72-scale





A Modern Yugoslav Fighter: The IK 3

Bradic Srecko

The design of the IK 3 was initiated by a team of young and ambitious engineers: Ljubomir Ilic, Kosta Sivcev, and Slobodan Zrnic, who began the project on their own initiative and financial risk. Work on the aerodynamic estimates for the new plane was started in 1933 in basement of Ilic's apartment in Novi Sad. The drawings for the prototype were finish in Belgrade in 1937, also in Ilic's apartment on Gospar Vucic Street. A model of the IK 3 was constructed in the carpenter's shop of the "Prva srpska fabrika aeroplana Zivojin Rogozarski A. D." also in Belgrade. Ljubomir Ilic took this model to Paris for testing in Eifel's aerodynamic tunnel. After testing, the fuselage was extend 20 cm to provide better longitudinal stability.

Plans and calculations were sent to Command of Military Aviation and they accepted the proposal. A contract for a prototype, BMT br. 4349 dated 31 March 1937, was made with "Yugoslav".

An airplane for a new generation

The IK 3 was representative of the fighter of the new generation: a single-seat, low-wing monoplane with enclosed cockpit and retractable landing gear. The construction was also of the latest fashion: a structure of metal and wood covered with light metal, plywood and linen. The aircraft was powered by an in-line Hispano-Suiza 12-Y-29 engine, cooled by ethylene glycol, and rated at 925 hp at 3600 m. The three-bladed metal propeller was the constant-speed type. It was first fighter plane in the world with completely retractable landing gear and tail wheel, and the first fighter of new formula with a centrally-mounted armament with a cannon firing through the propeller shaft and synchronized machine guns above the engine, and first plane in the world with Bakelite wing surfaces to reduce air resistance by means of maximum smoothness.

The prototype was finish in the Spring of 1938, and the first test flight was on 14 April 1938. The plane was flown by Capt. Milan Bjelanovic and the other pilots from Testing Group. The plane was equipped with a radio for communication with the constructor's team on the ground.

These first flights demonstrated the superb flying qualities of the new plane, and each and every pilot was delighted with its performance. Although the engine produced less power than the contemporary Spitfire, Hurricane and Messerschmitt Bf 109, the IK 3 compensated for its lesser speed with outstanding maneuverability and easy of handling.

On 19 January 1939, the prototype crashed and 1-Class Capt. Milan Pokorni lost his life and the plane was totally destroyed. The President of Testing IK 3 Commission and Commandant of 6th Air Force Regiment, concluded that the cause of the crash was human error and a material malfunction. Engineer Zrnic thinks that the cause was not a mistake by the constructor, but that the front spar had been damaged in a previous accident.

IK 3 Series II

The loss of the prototype didn't delay manufacture of the first series of 12 IK 3 which was ordered by contract of Command of Military Aviation with "Rogozarski" factory, BMT br. 20801 of 26 November 1938. By request of the Command, some changes were made on the series production planes, mostly for

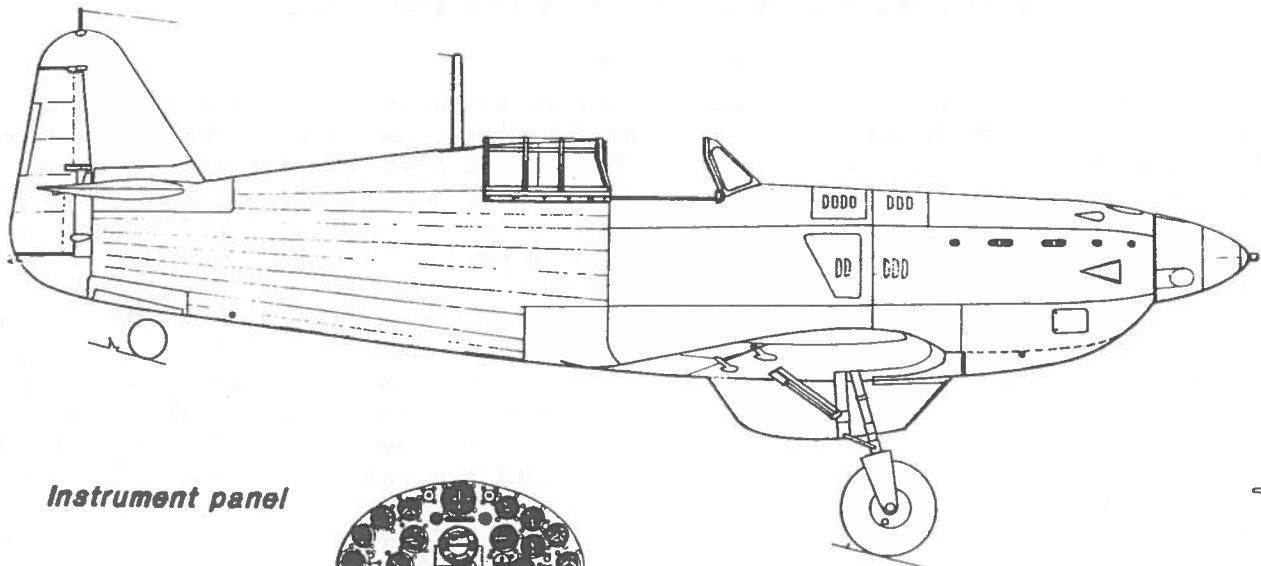
reason of safety and ease of fabrication. The landing gear was improve with one-piece u/c doors, the wing construction and the rear of the fuselage were strengthened, the layout of the cockpit and instrument panel were changed, the middle section of the flaps were designed to serve as aerodynamic breaks, and the armor was improved. The engine remained the same, HS 12-Y-29 made in France, but cowlings were given a cleaner shape.

The addition of armor Increased the weight of the serial a/c 2400 kg for the prototype to 2666 kg, resulting in reduced performance. The prototype had a maximum speed at sea level of 527 km/hr compared to 520 km/hr for the series a/c, the time to climb to 5000 m was reduced from 7 minutes to 7 minutes 49 seconds, and the maximum altitude was reduced from 10,500 m to 9400 m. According to the contract, the deadline for first series was 26 April 1940. First serial plane, which was also second prototype, took off on 24 December 1939. The pilot was the factory's test pilot Gagic. The first six planes were finished by 18 April 1940, and the rest were waiting for propeller and engine tests. However, on that day, a strike of the Aviation workers of Air industry of Belgrade was started, which delayed the completion of the remaining six a/c by two and a half months. All 12 IK 3 were delivered to the 6th Air Force regiment on 8 July 1940 by order of Aviation commander General Borivoje Mirkovic, str. pov. V. D. 3471.

As the war came closer and closer to Yugoslavia, negotiations between Aviation Command and "Yugoslav" factory for manufacture of IK 3 II series planes were speeded up. The factory offered to build 50 IK 3 II series, but the Command could accept only 25 planes, because it was already hard to find proper engines, armor and radio equipment. Manufacture of II series "Yugoslav" start on January 1941 without a signed contract. By requests from HQ of Military Aviation, VII br. 1393, the next changes were: more back armor plate, bulletproof windshield, coating of fuel tank with special protection, reflex gun sight, and radio equipment similar to that on the Yugoslav Messerschmitt Bf 109 E-3. By urgent request of General Dusan Simovic, Commander of Aviation, pov. VT br 870, on 18 March 1941, a subsequent changes are asked: built-in slots, two more machine guns mounted in the wings, modification of the radiator in size and aerodynamic shape, and installation of exhaust pipes with reaction effect. The factory couldn't accept the changes in wing construction, because the series was already in production.

One IK 3, which was in for repair at the "Yugoslav" assembly building in Bezanijska Kosa (IK 3 br.7), was converted to the prototype IK 3 series II plane. By using the propulsive power of the exhaust gases and a smaller, more aerodynamically-shaped radiator (on first series 1/4 of the radiator was in fuselage, on the II series 1/2), the constructors calculated that the speed of new IK 3 series II would be increased to 582 km/hr. That would make the IK 3 one of the fastest fighter planes of the time. The factory obligated to deliver all 25 planes within nine months after signing the contract. But, despite feverish tries to find engines in occupied France or from Avia in the Protectorate of Bohemia did not meet with German approve. By 31 March 1941, 90% of the production on the prototype IK 3 series II was finished.

Continued on page 88



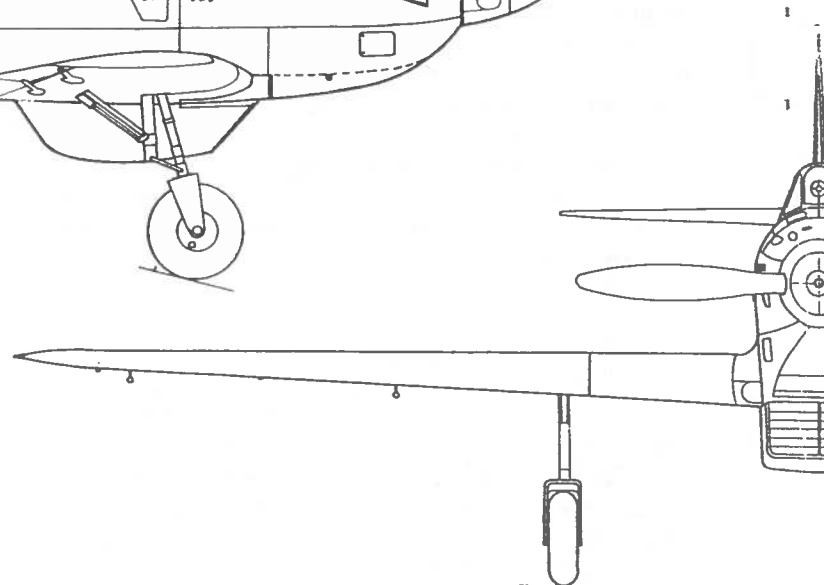
Instrument panel



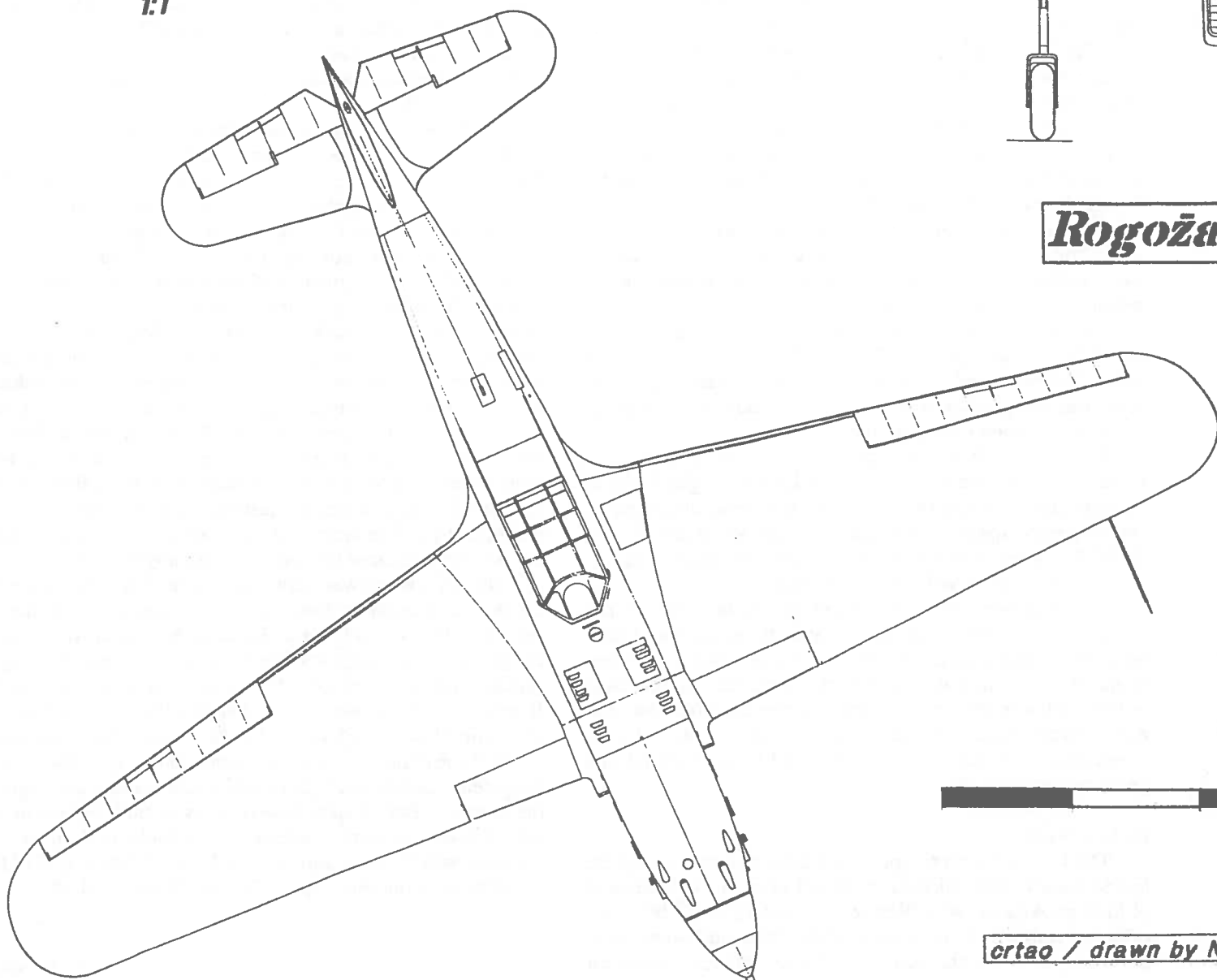
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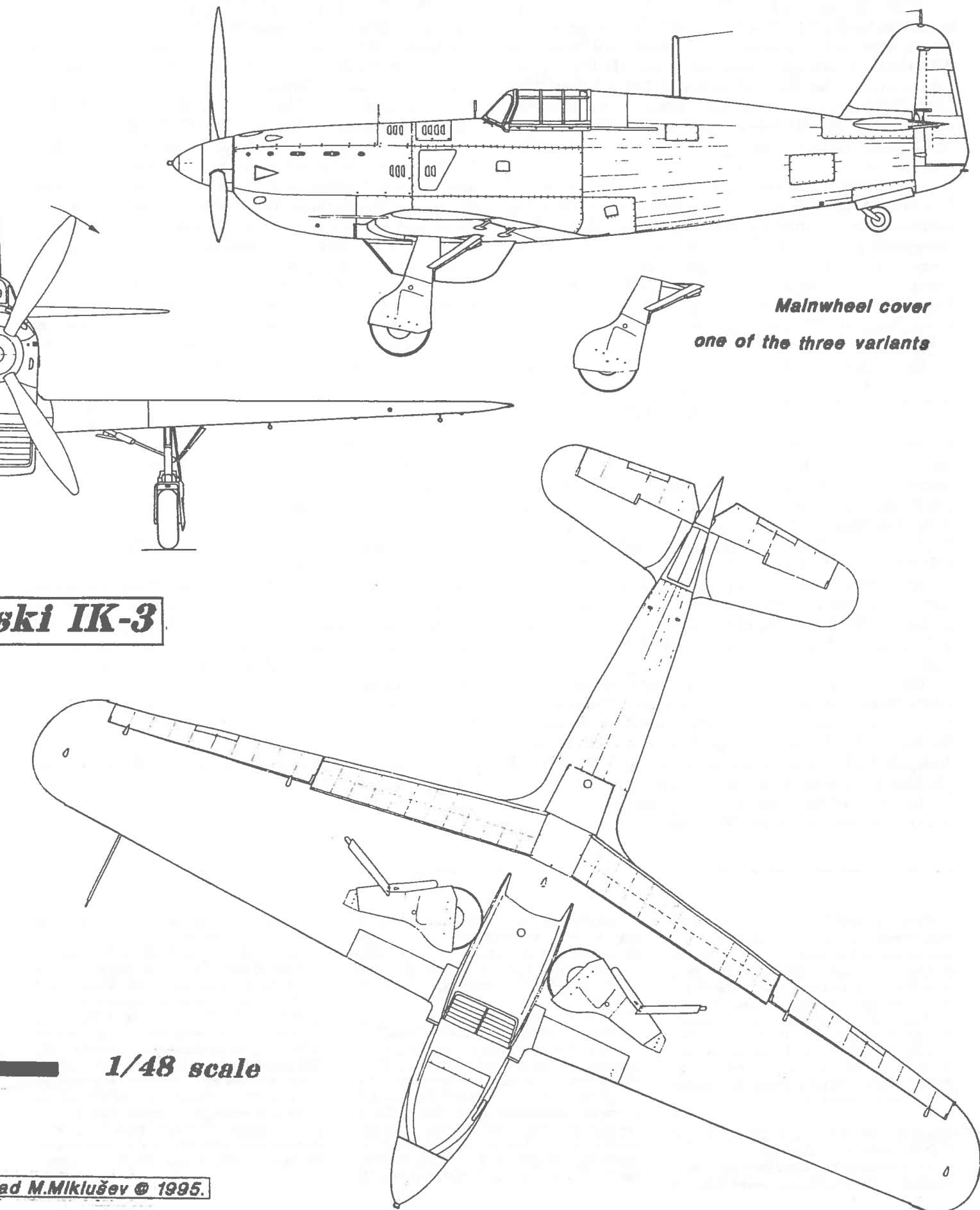
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Rogožars



crtao / drawn by Nen



*Mainwheel cover
one of the three variants*

The IK 3 at War

On the morning of 6 April 1941, in anticipation of a German attack, the 51st Fighter Group from 6th Fighter Regiment was on alert on the airfield at Zemun. Of the 12 IK 3 which had been delivered to the 6th fighter regiment on July 8th 1940, only six were in service. One plane had crashed on 3 March 1940 killing Capt. Anton Ercigoj. Another four planes were undergoing maintenance, and IK 3 No. 7 had been returned to the "Rogozarski" factory for conversion to the prototype plane IK 3 series II.

A report by Air Lt. Col. Andrija Pavlovic, chief of Operations of the Aviation Command, at the time of the first German attack on Belgrade, 161st and 162nd Squadrons each had three two-aircraft patrols at readiness. One patrol was led by the commandant of 161 Squadron, Capt. Todor Gogic. Another consisted of the commandant of 162 Squadron, Capt. Savo Poljanec and n.v.t. Cinovnik IV Class Veljko Vujcic. The third patrol consisted of 2nd Lt. Dusan Boricic and n.v.t. Cinovnik Edvard Banfic.

On the approach of the first German raiders (0800-08100 hours), a six IK 3 took off, but Veljko Vujcic had to land immediately because of a malfunction in his aircraft's cooling system. In the ensuing combat, the IK 3 pilots destroyed six German planes for the lose of three IK 3. One Ik 3 was totally destroyed and the pilot, 2nd Lt. Dusan Boricic, was killed. The other two planes were badly damaged and their pilots, Poljanec and Banfic, were wounded. Against the second German raid (1000-1100 hours), three IK 3 took off. Obviously, Vujcic's plane had been repaired by this time. During the third (1400-1500 hours) and the fourth German attack (1600-1700 hours), the IK 3 pilots, using experience gained from the first two combats, shot down two German bombers without casualties to themselves. On the first day of the war, the pilots of IK 3 each took off three or four times, and three of the IK took off six to eight times.

On 7 April, the last three IK 3 made, on the average, three combat flights. Two took off five to six times with different pilots. They shot down three German bombers. In the last air battle of the day (1630-1700 hours), Sgt. Semiz's plane was badly damaged. His IK 3 was holed by 50 machinegun bullets, but he pilot landed safely on the airfield at Zemun.

At the end of the second day of war, according to data from Lt Col. Pavlovic, one of the IK 3 that was under repair at

"Rogozarski" was delivered to the 51st Fighter Group, so the Group had three combat-ready planes again. In the evening of 7 April, by order of Commandant of 6th fighter regiment, Lt. Col. Bozidar Kostic, the IK 3 planes were sent to the combat airfield at Veliki Radinci - German reconnaissance had discovered the airfield at Zemun.

An air combat which took place a few days later, revealed some important information about the IK 3 prototype for the series II aircraft. Their was no flying the first two days at Veliki Radinci because of very bad weather conditions (low clouds, rain, and snow). Then, on 11 April around noon, a German two-engine Messerschmitt Bf 110 attacked the airfield with bombs and machine-gun fire but caused damage. After this attack, the Bf 110 flew in the direction of Fruska Gora. Sgt. M. Semiz took off and caught the catch the attacker near Fruska Gora and shot him down. Since the Messerschmitt Bf 110, in its fighter-bomber version (C-4/B), has a maximum speed of 562 km/hr, its clear that the standard IK 3, with a top speed of 520 km/hr, would have had no chance to catch the faster plane. So there is no doubt that Sgt. Semiz was on the very fast IK 3 prototype for the series II aircraft.

Around 1400 hours same day, a formation of about 20 Messerschmitt Bf 110 attacked the airfield at Veliki Radinci II, where the 1st Reconnaissance Group was stationed. A few Yugoslav Messerschmitt Bf 109 E-3 and two IK 3, with Captain Gogic and n.v.t. Cinovnik Vijcic, took off. These latter pilots shot down one enemy plane each. It was the last combat mission for the IK 3.

In summary, Yugoslav pilots in IK 3 shot down 14 German planes in return for one lost and three damaged IK 3. The final disposition of last three planes is well known. Because of muddy ground and bad weather, they could not fly from their airfield near Sarajevo. Therefore, at the dawn of 12 April, the Group Commander Capt. Gogic, ordered the IK 3 destroyed together with other planes from the 6th Regiment to prevent their capture by the Germans.

This was the end of short, but glorious, combat history of the IK 3.

Bradic Srecko (SAFCH #1457), P.F. 39, 37000 Krusevac, Serbia, Yugoslavia.

Continued from page 80

siles and Spacecraft" covers manufacturers from AAA Models to WK Models in 23 pages. Besides the expected V-2, Space Shuttle, LEM, and Soyuz, this section also lists rocket a/c such as the Me-163 and X-15, but also air-breathers such as the V-1 and Grumman Skyrocket. (The only unmanned spacecraft mentioned is the Hubble Space Telescope; no deep-space probes. I think manufactures are missing a good bet by not releasing kits of the Mariner, Voyager, etc.) A final page lists Updates for the Ships and Boat section.

Finnish Air Force SIG (Nils Treichel, Ludwigstr. 13, 27432 Bremervoerde, Germany. I've just received my first issue (Newsletter No. 7) from Finnish Air Force Special Interest Group of

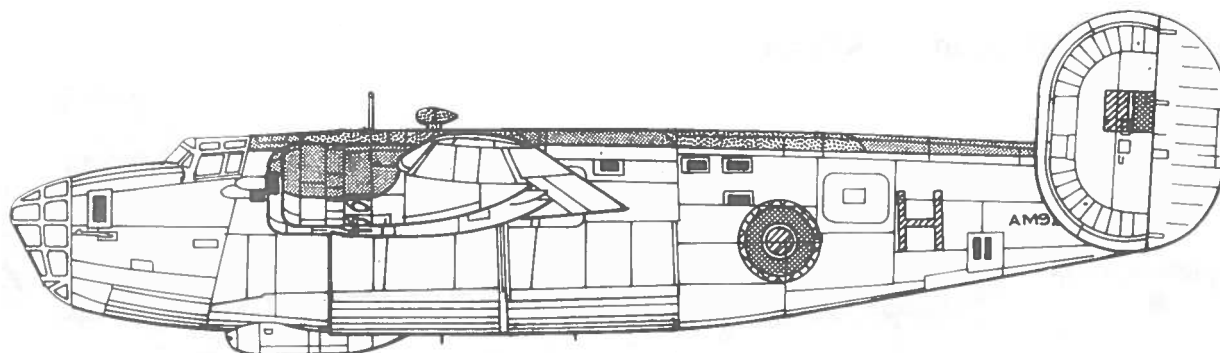
the International Plastic Modellers Society. This 11 page, A-4 size, corner stapled, one-man effort may be small and non-sophisticated, but it is so full of information that it puts most of the slick-paper commercial publications, including IPMS-Finland, to shame.

This issue starts with "Mystery Planes"; a 3-page compilation of all that is known about Finnish LVG C.VI and DFW C.V including a scale drawings of each with the colors and markings determined from b&w photos and reviews of available kits. The second article, "Ghostly Morane", discusses converting the Hasegawa MS-406 to a Morko Morane and includes a 3-view scale drawing, 2 side-view drawings of color schemes, and a photo of the conversion in progress. This is conversion is not a easy job since there are no kits that can provide the

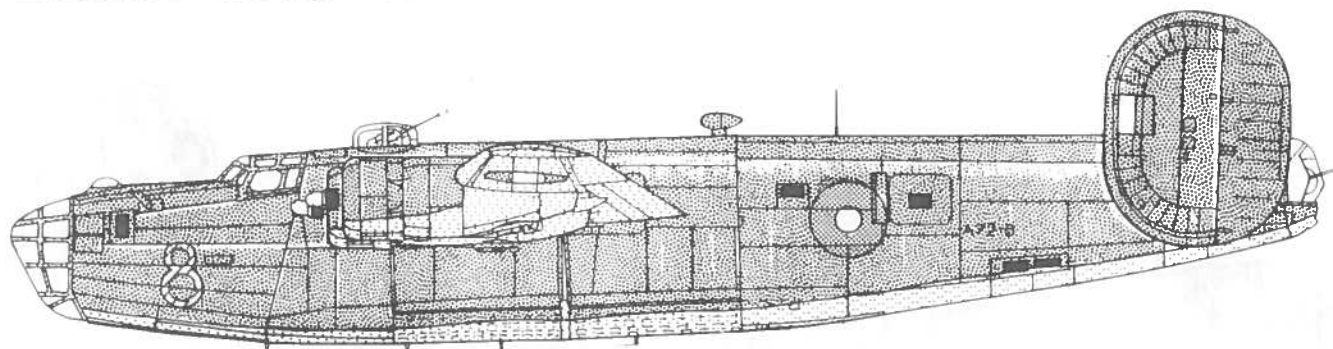
correct nose. I wonder why no one has come out with a cast-resin Morko nose. "Herhilainen" is a one-page update on the Finnish F-18 including a two-view drawing showing the placement of the roundels and codes on the F-18D. "More Civvies" is a 2-page translation of the first part of an article on Finnair's 70th anniversary that appeared in a German magazine and includes a 2-view drawing of 'Sampo' a Ju-52/3m registered 'OH-ALK'. The final two pages consist of short review of recent kits and decals of interest to the modeler of Finnish a/c. The FAF SIG is a must for all modelers building Finnish a/c, and is highly recommended to all small-air-force enthusiasts. I don't know if non-IPMS members can join the SIG, but if you're interested, you should write to Nils for further information.

Colin Ower's Warbirds

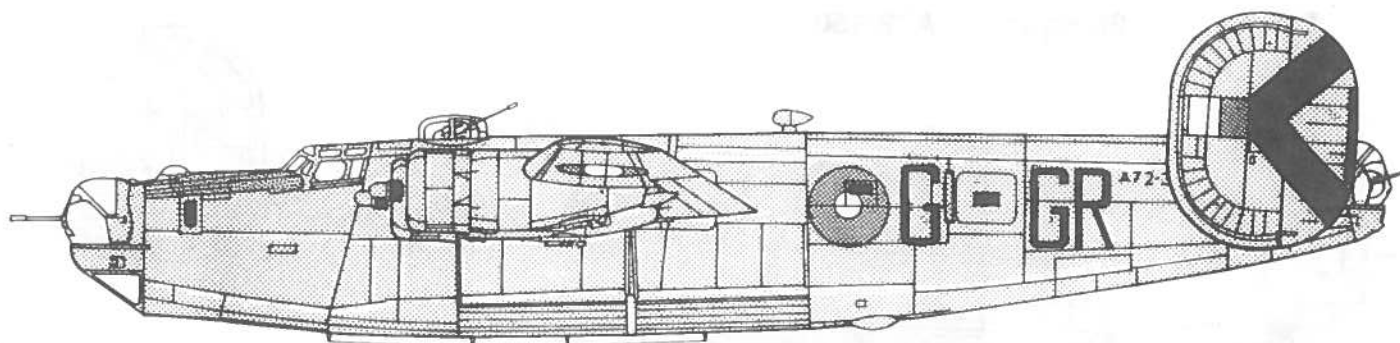
RAAF LIBERATORS



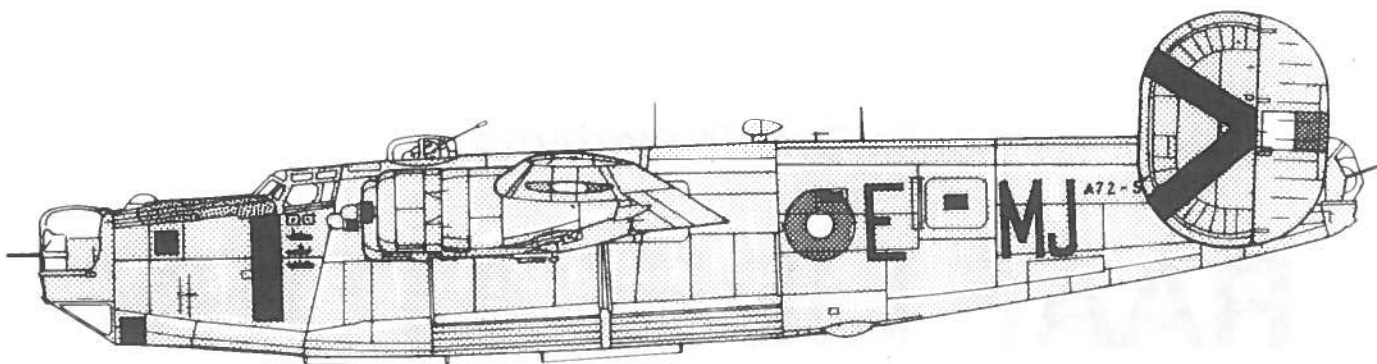
Liberator I 120 Sqn. Coastal Command



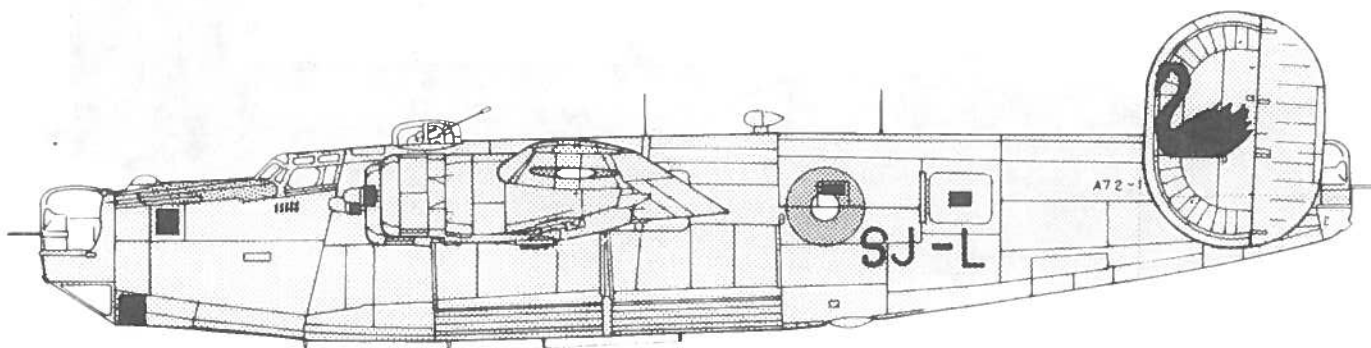
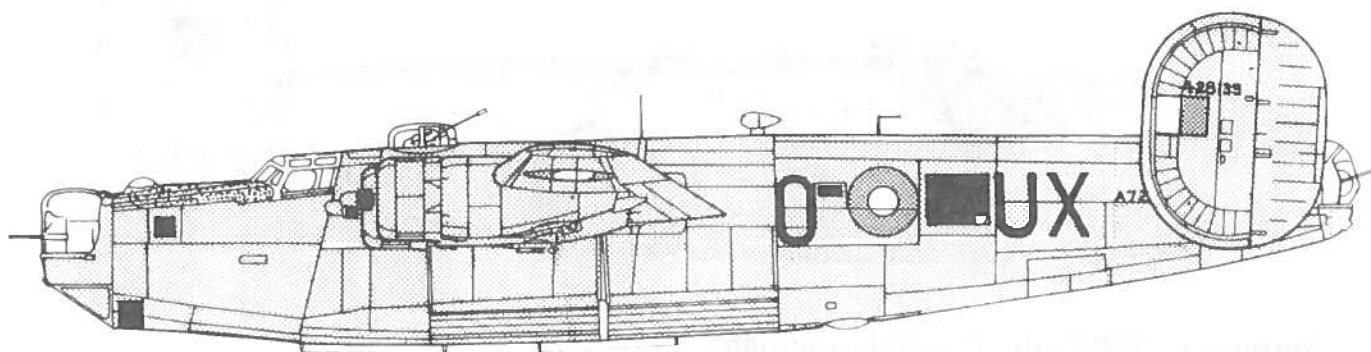
B-24D No. 7 OTU A72-8



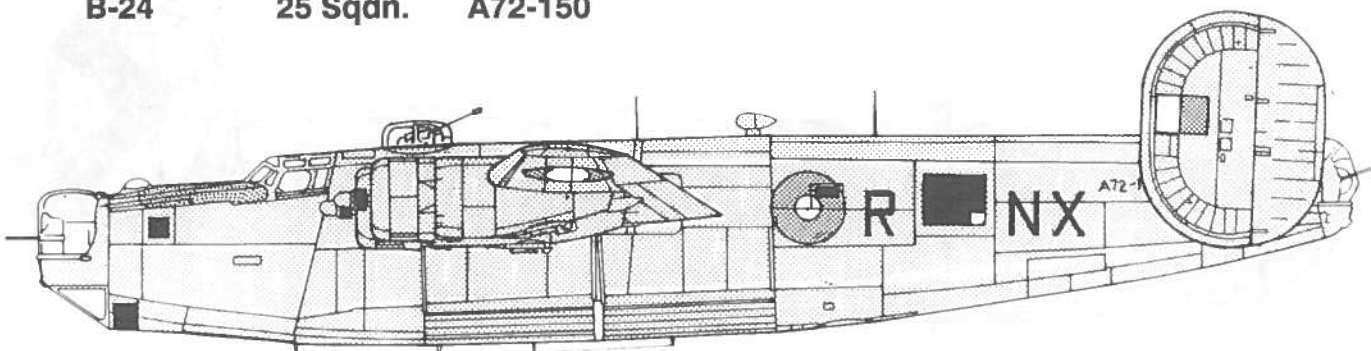
B-24 24 Sqn. A72-38



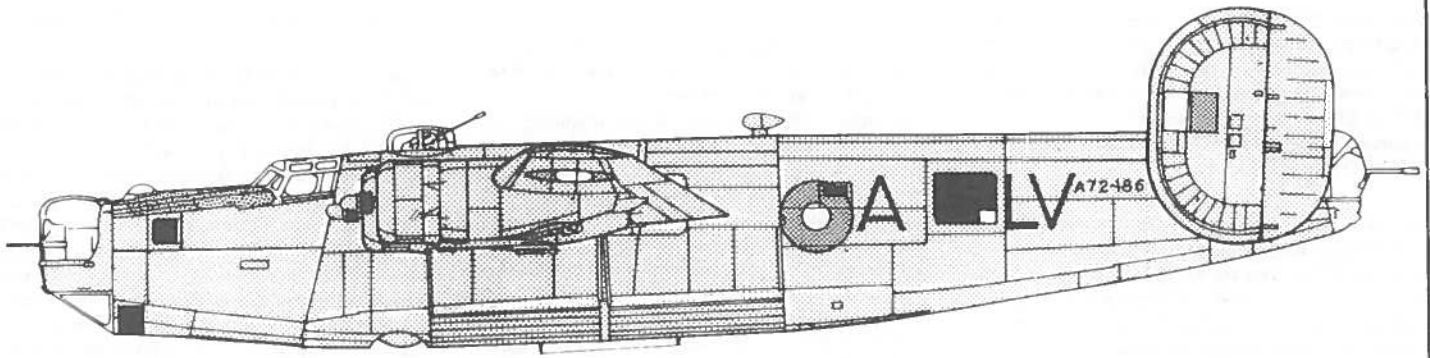
B-24J-CO 21 Sqdn. A72-58



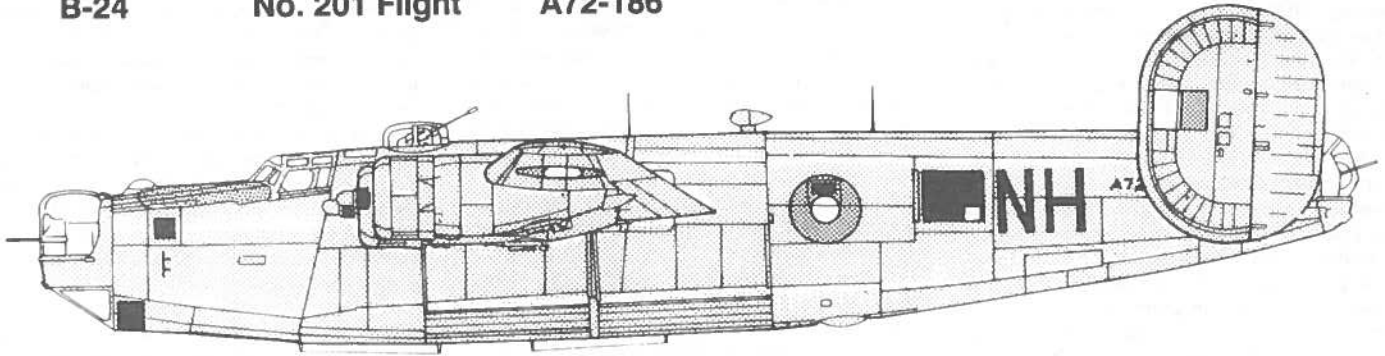
B-24 25 Sqdn. A72-150



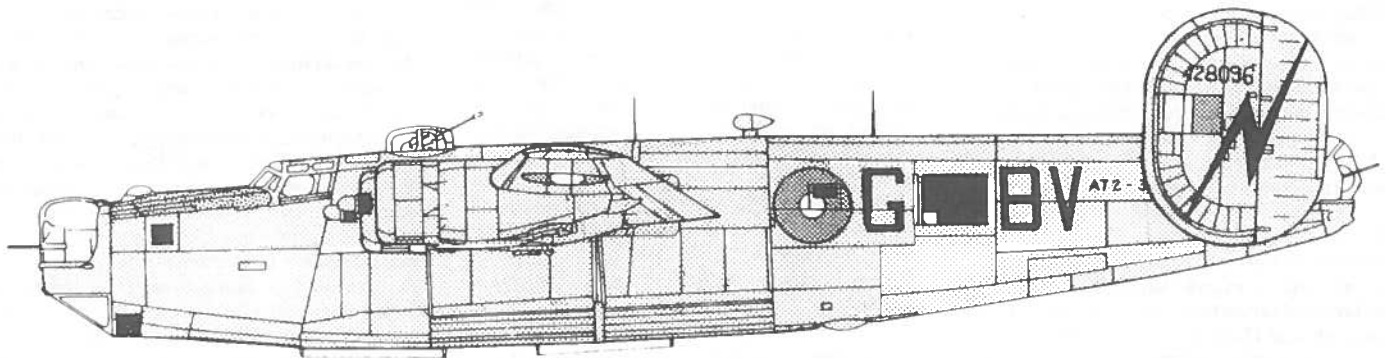
B-24M 200 Flight A72-183



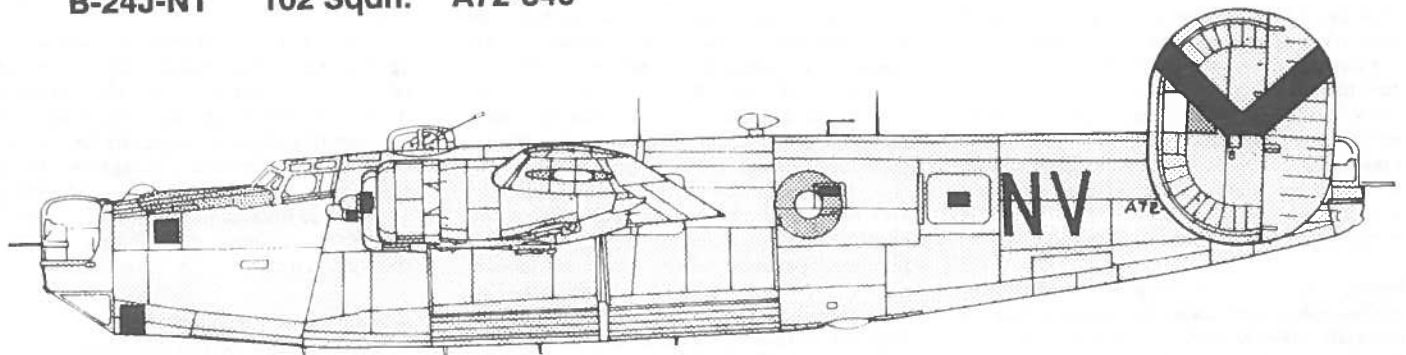
B-24 No. 201 Flight A72-186



B-24J-6-NT 12 Sqdn. A72-322



B-24J-NT 102 Sqdn. A72-340



B-24L-CO 23 Sqdn.

Just when I'm getting used to "injection-molded kits with etched-brass accessories" along comes an "etched-brass kit with injection-molded accessories"! This intriguing little kit consists of three large brass frets and one small sprue of plastic. The completed model displays all the interior detail of

The Vultee Vanguard is a nice little kit from an unknown French manufacturer that will fill an im-

Janusz continues his foray into 1/48 scale with the

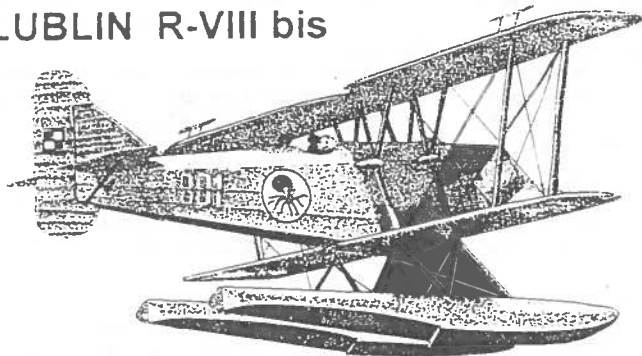
release of this kit of the attractive 1930's Polish biplane trainer. Molded on two sheets of medium-thickness plastic, the parts are well-delineated with crisp surface detail and realist fabric representation on the wings and control surfaces. The fabric on the fuselage is less convincing, but still serviceable. The rocker-arm housings on the cowlings are particularly well done, but the cylinder heads of the Wright Whirlwind J5 are crude and should be replaced by something with more details. Interior detail consists of side-wall, seats, controls, and instrument panels. The latter are devoid of any detail, but the instruction sheet includes a drawing of the instrument panel. Two sprues of injection-molded parts provide the wheels, propeller, struts, and other small parts. The decal sheet provides 6 Polish chessboard national insignia, a pair of white "4" for the fuselage, and the black inscription "P.W.S.16bis" for the rudder.

The 2-page instruction sheet provides the usual exploded construction views and a 3-view drawing of an a/c that served with the Centrum Wyszkolnienia Lotniczego, Deblin. This a/c is overall khaki with the vertical tail and center section of the upper wing a light blue.

The Broplan 1/48-scale kit of the PWS-16bis is a must for anyone building up a collection of 1/48-scale Polish a/c. It is also highly recommended to anyone not afraid to add training a/c to their collection of WWII a/c. Construction should be well within the capability of anyone who has built a few vacuform biplane kits, and everybody should be please with the amount of detail included with this kit.

Review kit provided by Janusz Brozek.

LUBLIN R-VIII bis



Lublin R-VIIIbis, 1/72-vacuform kit with injection-molded parts. MS-36.

I must admit that the Lublin R-VIIIbis has always been one of my favorites. Maybe it because of that famous photo of '803' sunk in shallow water at the end of the September Campaign. Or, maybe it because I have a soft spot for biplane floatplanes. Then again, maybe it because I thought it would be a fairly easy scratch-building project. No matter the reason, I rejoice at Broplan's release of a 1/72-scale kit of this denizen of the Baltic Sea.

The Broplan kit of the Lublin R-VIIIbis is one of their best kit yet. The main parts are crisply molded on three sheets of medium thickness white styrene with excellent representation of the rib detail on the wings and tail surface. The inscribed panel lines on the fuselage are excellent as are the radiators and other details. Two injection-molded sprues provide the propeller, struts, park-bench aileron balances, and other small parts with no appreciable flash. The interior is simple (as it probably was in the original) consisting of a floor, two seats, control sticks, instrument panel, and gun ring (no gun is provided, twin Lewis guns are required if you like your

Lublins aggressive).

The 2-page instruction sheets provides the usual exploded construction diagram and a fine 3-view drawing of '801' finished in an overall sea grey (FS 34410) with aluminum floats. The small decals sheet provides the large under wing Polish chessboard insignia, two small chessboards which were asymmetrically placed on the upper wing surface, and two for the rudder. A pair of white '801' and the amusing octopus unit insignia complete the sheet.

The Broplan kit of the Lublin R-VIIIbis is a must for all modelers who like things that flew from the water or anyone who is building a collection of Polish a/c. The idea of building a vacuform biplane floatplane may be off-putting to someone who has not built many biplane, either vacuform of injection molded. However, with the thoughtful use of a few jigs to assist with the alignment of wings and floats, it should be an enjoyable exercise that results in an attractive model that, I'm afraid, will soon be calling for a water-based diorama. Oh well, something else new to learn.

Review kit provided by Janusz Brozek.

Heinkel He-5/T Hansa S 5A, 1/72-vacuform kit with injection-molded parts. MS-38.

Back in 1990, when SAFO published an article about a Swedish He-5t shooting down a German He 111P on 21 April 1940, I thought to myself, "There's one 'dogfight double' that will never be built. Where would we ever get a kit of the He-5t?" Well, wrong again, plastic-cement breath. Broplan has just released a fine vacuform kit of this monoplane floatplane that looks like it should be in collection of WWI a/c, not sitting victoriously next to an He 111P.

The Broplan kit is molded on two sheets of white styrene with excellent surface detail on the wings, fuselage, and floats. One engineering aspect that all modelers will appreciate is the heavy wing spar that passes through the fuselage to assure strength and the correct dihedral. A single injection-molded sprue provides the struts for the complicated float bracing as well as the propeller and a fairly decent Bristol Jupiter engine. However, I for one, would replace the latter with one of the excellent Jupiters available on the after-market market. The interior is simple with a floor, three seats, two control stick, and a gun ring. The super-detailer will want to add some side-wall detail, but what to use as a reference?

The instruction sheet contains the usual exploded construction diagram and 3-view drawing. The a/c shown is '257' in an overall medium grey with the early national insignia of black crowns on a white disc and yellow and blue rudder stripes. No decals were provided with the review kit, but they will surely come with the production kits. If you plan to build the dogfight double Heinkels, you'll need to find your own decals: codes black '2-71' and a national insignia of yellow crowns on a blue disc; large ones on the lower surface of the wings with small ones on the upper surfaces of the wing. The a/c was olive green over light blue with the bottom of the floats yellow.

Broplan's kit of the Heinkel He-5t gives the modeler the opportunity to build a model of an a/c

that took part in one of the most unusual combats of WWII.

Review kit provided by Janusz Brozek.

Fairchild Swearingen Metro III, 1/72-vacuform kit with injection-molded parts. MS-40.

Recently, Broplan has attempted to broaden their market base by releasing kits of Swedish a/c (Swedish modelers apparently have more disposable income than Polish modelers do), first with a series of Heinkel floatplanes and then a series of SAAB bombers. Now, they move to more modern a/c with the release of the Fairchild Swearingen Metro III, both in its transport version and in its AWACS role.

Kit MS-40 provides all the parts for building the Swedish Air Force transport. Molded on 3 sheets of medium thickness white styrene, the parts as well detailed with fair surface detail (some of the panel lines are a bit shaky and will need cleaning up). The fuselage comes in four parts, a front and rear part (with vertical tail) each split vertically. This inconvenience is, undoubtedly, the consequence of the limited size of Broplan's vacuform machine. Interior detail consists of a cabin floor with front and rear bulkheads, pilot and copilot seats and control wheels, and instrument panel. No passenger seats are provided. Two sprues of almost flash-free injection-molded parts provide the landing gear struts, wheels, propellers, spinners, etc. The built-in boarding steps may be displaced either closed or open. The vacuformed clear parts are a disappointment. The cockpit windows are clear but the frames are barely visible, while the cabin windows lack definition. This latter may not be a problem to the experienced modeler of airliners, since I suspect each has his/her own special way of representing cabin windows.

The 2-page instruction sheet provides the usual exploded construction diagrams and 3-view drawings for two Swedish Air Force a/c in attractive, but identical, white and blue color schemes. No decals were included with the review kit, but this is not unusual and Broplan has always provided these as soon as they became available.

Broplan's Metro III provides the modeler with a kit of a very attractive modern transport a/c that will probably never appear as an injection-molded 1/72-scale kit. This kit is a must for the modeler of 1/72-scale a/c specializing in either the Swedish AF or in civilian a/c. It is also highly recommended to anyone something colorful to their collection of modern military a/c.

Review kit provided by Janusz of Broplan.

Fairchild Swearingen Metro III TP 88 AWACS, 1/72-vacuform kit with injection-molded parts. MS-41.

All modelers who has seen photos of the Swedish TP 88, a Fairchild Swearingen Metro III in 3-tone camouflage and with a huge side-looking radar mounted above its sleek fuselage, would have probably said to him/herself, "What a great conversion. If only there were a kit of the Metro" Now there is a kit of the Metro with the radar antenna included. So, it is the time to put our money where our mouth is, or should I say "put our modeling knife where the plastic is?"

The Broplan kit of the TP 88 AWACS starts with the same three sheets of vacuform plastic and the same vacuform clear parts as their kit of the transport version. A fourth sheet of white styrene provides the parts for the huge dorsal antenna and for the smaller ventral antenna. All comments from the previous review of the Metro III are equally applicable here. For the TP 88, the injection-molded sprues have been enlarged to provide

for the supports of the dorsal antenna and the additional vertical fins added to the horizontal stabilizer.

Besides the usual exploded construction diagrams, the instruction sheets provides an excellent multi-view drawing showing the complicated camouflage scheme in plan view, on both sides of the fuselage,

and even the pattern hidden by the nacelles in a normal side view. FS595 equivalents and Humbrol mixes are given for all the colors. No decals were included with the review kit, but these will surely be included with the production kits.

You don't have to be a modeler specializing in the Swedish AF, or even a small-air-force modeler, to

appreciate this kit. The Broplan kit of the Fairchild Swearingen TP 88 AWACS is highly recommended to every modeler who ever dreamed of making a conversion that would knock the socks off his friends at the next model club meeting. Review kit provided by Janusz of Broplan.

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"It is with deep sadness that I have to report to SAFO readers that General Witold Urbanowicz passed away on Saturday 17 August 1996. I attended his funeral on the following Wednesday. A contingent of his colleagues from the Polish Air Force Veterans Association served as his color guard and an honor guard from the USAF was sent from our government. Also in attendance were representatives from various embassies in Washington DC, including a Wing Commander from the RAF and a military attache from the Polish Embassy. Urbanowicz was buried at the National Shrine, Our Lady of Czestohowa in Doylestown, PA. The shrine is set on 200 acres in a bucolic countryside, very reminiscent of the area in which Witold grew up in Poland as a young boy. The shrine itself plays a large part in honoring the heroic Polish veterans by incorporating brass plaques, bas-reliefs and other heraldic symbols in the decor of the large church. For the Poles, religion and patriotism have always been deeply intertwined. One such relief is dedicated to the Polish Squadrons that served in exile in England. Each squadron badge is superimposed on a plan view of one of the types of aircraft they flew, Hurricanes, Spitfires, Lancasters, Wellingtons, Mustangs, etc. "On the grounds of the cemetery, that only Polish veterans are allowed to be buried in, is a memorial dedicated to all the Poles killed in the Katyn Massacre by the Soviet Union. The memorial itself is a statue of a large Polish Winged Hussar kneeling with his sword hilt resting on his forehead and the blade resting on ground before him. He is bent in prayer saying "I gave my all and was faithful to the last". It is a fitting place for Witold Urbanowicz to rest through eternity. He is buried mere feet away from this impressive statue.

"As an adjunct to the obituary that appeared in the New York Times, I sent a letter to the Times further documenting significant parts of his life. Those parts are as follows:

* In May 1936 he was credited with shooting down a Russian two-seat recon aircraft, which was photographing Polish defenses in the Sarny-Polesie area of eastern Poland. Twice he tried to signal the intruder to turn back to the border, but was fired upon by the rear gunner of the Russian machine both times. Only then did he return fire mortally damaging his foe, which crashed into the forest below. Instead of being congratulated for his intrepid action he was severely reprimanded for causing a diplomatic incident. He was transferred from his elite No.111 Kosciuszko Squadron to a flight instructor's position at Deblin.

* In the September Campaign in Poland in 1939 he racked up 20 combat missions flying obsolete training aircraft, such as the PZL P.7a, against superior state-of-the-art Luftwaffe aircraft. Although he obtained no victories in aerial combat over the skies of Poland, he did strafe German mechanized columns contributing to some degree in delaying the advance and allowing some Polish units to escape the Blitzkrieg and carry on the fight from France and Britain.

* During the Battle of Britain, he is officially credited with shooting down 2 German aircraft

while with 145 Squadron and another 13 when serving in the Polish 303 Kosciuszko Squadron, making him a triple ace in this battle, alone. The Kosciuszko Squadron was credited with being the top scoring squadron during the Battle of Britain with 126 claimed victories, despite the fact that they only joined the battle when it was 2/3rds over. The nearest top scoring British squadron had only 87 victories in comparison.

* As the sole Polish pilot to fight in the China-Burma theater of war, he shot down 2 Japanese Army Ki-43 Oscars off an American pilot's tail. His further exploits in China, during which he destroyed as many as 11 Japanese aircraft on the ground, earned him the title of "The One-Man Polish Air Force". His total score for air-to-air victories stands at 17 for WWII - the Poles, unlike the Americans, did not count aircraft destroyed on the ground. This makes him the second top-scoring Polish ace, behind Gen. Stanislaw Skalski, who has 18 2/3rds according to Jerzy Cynk's recent reckoning. Urbanowicz is the top Polish ace in the west, however, not counting victories in Poland 1939. Skalski is still alive, as far as I know, enjoying retirement in a free Poland. The two aces always maintained a rivalry of sorts, starting in WW II, which will continue even with Witold's death.

* Despite his heroics and that of his fellow Poles who fought in WW II from exile bases, they were denied the fruits of victory in the real politik of the post-war world, when the Poles were sold out to the Soviet Union at Yalta by the western allies.

Even in his waning years Witold remained active until just before his death. My relationship with Witold blossomed when we met at the Poland Invaded Exhibit I coordinated for the Intrepid Sea-Air-Space Museum in 1989. Afterward he wrote me a very nice letter telling me how fantastic the exhibit was and how gratifying it was that the Poles were finally getting their due acclaim. The following year, I built an Airfix 1/24th scale Hurricane in his markings for the Intrepid's 50th Anniversary exhibit. Autographed by Witold, it is one of my most prized possessions. SAFO readers may see this model some day as Fine Scale Modeler purchased an article on it from me awhile ago. Over the next several years, I interviewed Witold on several occasions, including a videotape session aboard the Intrepid. His patience with those he deemed earnest in documenting the "real story" of the Polish Air Force was as long as his legendary temper was short with those who would belittle the Poles' accomplishments. Through it all though he faced his advancing age with his usual singular wit when he remarked to me, "Once I was a 'Flying Tiger'; now I am a 'Walking Tiger'".

"With Witold's death the world marks the passing of another Polish Knight of the Sky - a hero who was larger than life. I will miss him."

Michael J. Dobrzelecki (SAFCH #682), 1720 Long Hill Road, Millington, NJ 07946, USA.

"I have to apologize for not replying sooner to your letters. During a mail strike in February of this year, everything was sent to Quito instead of Guayaquil, to sit there until the situation improved. I don't

know how, but your letter dated February 19th was delivered to me last week.

"IPMS Ecuador still exists and I am the current President. The situation with the Ecuadorean decals is as follows: Last year, we ordered the production of decals which included Ecuadorean aircraft in both 1/72 and 1/48 scale. When we received them they were not in proper registration, inaccurate in size and color, and the quality was generally very poor. Therefore, we rejected the whole lot.

"However, an ex member stole them from the print shop and, using the name of IPMS Ecuador, he promoted the decals worldwide for his own benefit. This situation has gone very far (USA, Canada, France, Poland, Spain, and even Australia) and we are attempting to restore the good name of IPMS-Ecuador. In the meantime, we are having the decals reprinted in Bogota, but we still have some teething problems. Once we have them available, to clear the name of IPMS-Ecuador, we will send them free of charge to those who have been cheated.

"Please advice to all SAFCH members that the only authorized persons in IPMS Ecuador are: Alfredo Jurado, President; Eduardo Zunino, Vice President; Jimmy Galvez, Secretary; Jorge Wolf, Director; Andres Chiriboga, Director; Jose Luis Castells, Director; and Christian Villacreces, Director.

"Any SAFCH member who paid for the IPMS-Ecuador decals and have not received them, please let me know. I will send each an letter of apology and, as soon as we have the decals, we will send the decals free of any additional charge."

Alfredo Jurado (SAFCH #744), PO Box 5989, Guayaquil, Ecuador (or c/o Poclani, PO Box 960100, Miami, FL 33296-0100, USA).

"It is interesting to note how a myth is created and then perpetuated and elaborated until it becomes "established fact". In John MacGregor's letter in SAFO of March 96 he states that Russian Nieuport IOs converted to single-seat configuration were designated Nieuport 9s. As authority he mentions a feature in WINDSOCK of Nov/Dec 93. That article was written by Viktor Kulikov who in fact did not say that but implied it in some captions to photographs. Kulikov, of course, was doing no more than repeating what he read in Volume 1 of Shavrov's two part history of Russian/Soviet aviation published in 1978. Lennart Andersson used the same reference.

"Shavrov started the "Nieuport 9" business by stating that in Russia the Nieuport X was known as the IX (or Nine). It is presumed that he was referring to a slang or popular name for the Nieuport X when it first appeared, the reason for this is suggested below.

"Unfortunately, we have had recent publications where the 'Nieuport 9' is mentioned as though it were an actual type - which it was not.

"In 1914, the Nieuport company produced a two-seat sesquiplane which the firm designated "Nieuport XB" (note the Roman numerals); this was before an official military nomenclature became formalized. Aircraft at this time in France and elsewhere were often identified by the power

of their engines and not by type. Indeed, this practice continued until well into WWI. The aircraft type was sometimes identified by a letter indicating the type of engine (e.g. the Nieuport IVG, the G indicating Gnome engine, the Voisin type VII aka as LAP signifying Peugeot engine etc.). The new Nieuport was the company's type X and the "B" indicated "Biplan" to distinguish it from a racing monoplane project.

"The type XB in its original form had a frontal frame supporting the engine and a circular aperture in the top wing through which the passenger/mechanic/observer could stick his head and even fire a rifle or Hotchkiss machine gun. He occupied the front seat in a communal cockpit; in the early days the pilot always sat in the rear. A number of these Nieuports were supplied to the French service and eventually to the British, Belgian, Italian, and Russian air services. The early version gave way to a second model without the cutout and the crew positions could be varied as required. Wherever the crew sat, the aircraft was still designated the Nieuport X without the B after December 1915 when the Service des Fabrications introduced a military designation system.

"The first Nieuport Xs to arrive in Russia were of the early type and later types were purchased and eventually they were manufactured by the Russian Dux factory. The practice of fairing over the front seat area and flying the Nieuport X as a single-seat scout, often with a Lewis or other gun mounted on the top wing, started in the West. All the Allied services who had the Nieuport X did this, sometimes in the field, although it seems that late type Xs were turned out by the Nieuport factory as single seaters. The point is that wherever the pilot and observer sat or if the aeroplane was a single-seat conversion, the designation was still Nieuport X.

"The first Nieuport biplanes to reach Russia were of the type X model, although listed on French documentation (aircraft supplied to Russia) as "NIEUPORT biplan Rh 80" (indicates Le Rhone engines).

"As to why the Russians sometimes referred to these new biplane Nieuports as "Nines" or "Niners", the most likely reason has been suggested by the noted French aviation historian Jean Deveau. The Russians had a considerable number of the earlier Nieuport type IV monoplane in service. It had been imported and was manufactured by several Russian factories. It was powered by the 70-hp Gnome rotary which had SEVEN cylinders. The new Nieuport biplane was powered by the Le Rhone rotary with NINE cylinders. In view of the tendency to identify types by engine, it seems highly likely that the use of the term "Niner" was used, at least in the early days, to differentiate the new Nieuport from the old Nieuport.

"It could hardly have been necessary or appropriate to continue this slang term after the early period when later Nieuports with more powerful engines appeared. In his section on aircraft of non-Russian origins, Shavrov often listed popular or slang names for aircraft which, in fact, may have had only limited use. It is complicated by other popular names such as the M.9 flying boat built by Shchetinin which is referred to in some personal accounts as a "Niner".

The point is that there was no such aircraft as the Nieuport IX or 9 in WWI except in the vocabulary of some Russian personnel in 1915/16. I should hate to see in future material single-seat Nieuport Xs called Nieuport IXs, that is how it all starts."

Harry Woodman (SAFCH #533), 10 The Byeway, East Sheen, London, England SW14 7NL.

[Editor's note: To better understand Harry's concern, let me quote from "The Imperial Russian Air

Service" by Durkota, Darcey, & Kulikov, published in 1995: "The Nieuport 9 was strictly a Russian designation; it was a Nieuport 10 airframe with the front cockpit (observer's seat) faired over with a panel. A headrest was added behind the cockpit, which was not on the Nieuport 10. A machine gun was installed on the upper wing to fire over the arc of the propeller. The Nieuport 9 was usually equipped with a 50hp Le Rhone engine, but approximately 20 were built with a 100hp Gnome. the Gnome-powered aircraft had five circular cutouts in the cowl for added cooling." What version do you think will appear in all future commercial publications?]

"Your comments about the Guinean markings for the MiG-15UTI in the Kanga decals (SAFO #78) sent me to my bookshelf. My copy of 1963's Macdonald World Air Power Guide shows the Guinean roundel then to have been yellow-red-green from the inside. AIR International ran a feature in mid-1983 showing the world's service markings which agrees with the 'accepted arrangement' of green-yellow-red you alluded to. Apparently a change was made at some point and Kanga may well be correct since the MiG trainer was among the earliest aircraft supplied to left-leaning Guinea by the Soviets. As to why the inscription 'Training Command' would appear on an aircraft in a Francophone country, your guess is as good as mine. Perhaps another member will have the answer." Harold Kruitbosch (SAFCH #1079), 245 River Valley Rd., Stratford, CT 07497, USA.

"The mention of Mexican AF Douglas Dauntless 'C-43' (SAFO #78, pg. 63) reminds me that I did an illustration of that particular plane, based on a photo in the December 1944 issue of 'Flying' magazine, which was published in an earlier issue of SAFO.

"In that same issue, you asked about 'Taleban' (pg. 40). Usually written as 'Taliban' in US publications, it is one of the major factions in the current Afghan civil war. Founded by Islamic religious students, it managed to gain control of quite a bit of Afghanistan.

Ted Koppel (SAFCH #118), 3520 N. Rolling Rd., Baltimore, MD 21244-2202, USA.

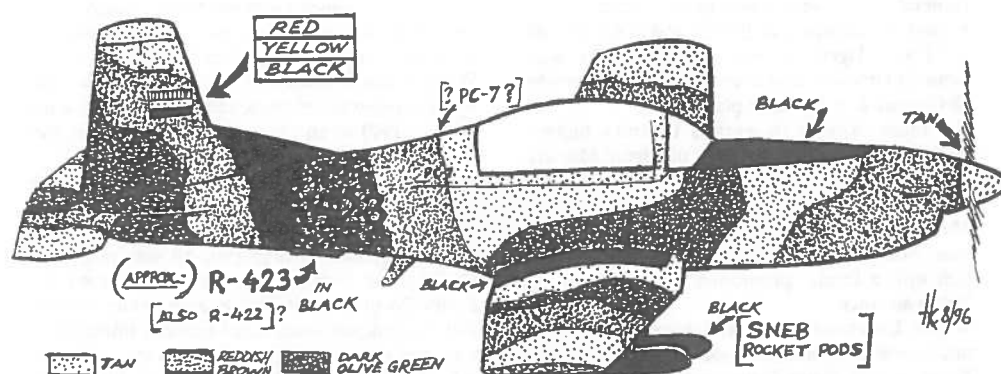
[Editor's note: Ted send a photo copy of an article from the British 'Economist' magazine of 11 March 1995. It includes a photo of "Your friendly Taliban peacemaker" standing in front of an Afghan Mi-24.]

"Throughout the years, 'Soldier of Fortune' magazine has, on rare occasions, published photos of small-air-force aircraft (sometimes of planes downed during hostilities). The January 1996 issue contains an article, "You Buy, I'll Fly" by Al J. Venter, dealing with mercenary South African pilots (of the Executive Outcome/EO company) involved in the recent Angolan civil war. Some of these pilots, in their former capacity as members of the South African forces, had assisted the Angolan UNITA rebels against the Cuban-supported Marxist Angolan government. Now, with the government having renounced Marxism, the South African mercenaries were fighting against UNITA, their former allies, flying missions in Angolan Air Force MiG-23, Mi-17, and Pilatus PC-7 aircraft. The article deals with some of the missions and helicopter rescues, as well as the destruction of Angolan aircraft by UNITA forces.

"Photographs include a 3/4 front view of a mercenary-flown Angolan Air Force MiG-23 landing with drag 'chute deployed. No special markings are visible in this view, although there is a faint indication of the standard Angolan insignia on the fin. Another photo shows two camouflaged Pilatus PC-7s (carrying two SNEB rocket pods under each wing) in flight. The strongly-delineated camouflage consists of reddish-brown, tan, and dark green. No upper-wing or fuselage markings seem to be carried, other than black numbers (with a letter prefix). Because of the dark camouflage and slight blurriness of the shot, the exact codes cannot be made out. However, other references suggest that the aircraft pictured could be R-422 and R-423. The rocket pods seem to be black, as is the anti-glare panel; and the spinner on each aircraft is tan. The tail fin on each bears a flag of horizontal stripes of red, yellow, and black. As the Angolan colors have been red over black with a yellow emblem in the center, perhaps this is a newer, unreported version of that flag. (Can anyone confirm?)

"As a bonus, the article also included a photo of a Mi-24 Hind in Sierra Leone (EO is also helping combat guerrilla war in this East African country). Although most of the fuselage is obscured by maintenance workers and local military personnel, it can be seen that the Hind carries a subtle camouflage of greens on the upper surface and sides and light blue below. The fin features the flag of Sierra Leone, horizontal bands of green, white, and blue." Ted Koppel (SAFCH #118), 3520 N. Rolling Rd., Baltimore, MD 21244-2202, USA.

ANGOLAN AIR FORCE Pilatus PC-7 [c.1994 ?]



URBANOWICZ'S HURRICANE

Michael Dobrzelecki

The initial inspiration for building Urbanowicz's Hurricane came from Max Grace's lithograph. Max did get most things right, like the squadron code 'RFA', the famous legend under the cockpit, WE DO NOT BEG FOR FREEDOM. WE FIGHT FOR FREEDOM, and the camouflage is generally accurate. There is some confusion about the serial number. Max shows the serial as either P3126 or P3120 (it's hard to tell which). Both these aircraft served in 303 Squadron.

A telefax to various agencies in Britain, like the RAF Museum at Hendon, the Imperial War Museum in London, and the RAF Benevolent Fund turned up Urbanowicz's combat reports, which identified his serial as V6684, a MK-I built by Gloster's in August 1940. This serial number was confirmed by listings of serial numbers in various Polish publications. Although I do not have actual photos of his Hurricane, interviews with Urbanowicz and the confirmed serial number told me several things which enabled me to piece together his markings to a reasonable accuracy. There is a chance, however, that P3120 is the correct serial. In any event, I decided to go with the hard evidence received from England.

As a general rule, the top surfaces of a Hurricane with a serial number ending in an even number was finished in standard RAF type B camouflage of dark earth and dark green. Since this MK-I was built in August 1940, it was finished in sky undersides with roundels.

The squadron codes were medium gray and the serial numbers were 8-in. high black letters. I showed the "RF" code covering the serial number on the right side, which often happened. Sometimes it was repainted after the code was applied. The fin flash was typical for this period, being 27 in. high and each color bar evenly spaced with forward corner just about touching the leading edge of the

fin.

About the Model

Saying that this 1/24-scale MPC/Airfix Hurricane was built straight from the box has no bearing on the number of man hours put into basic construction and finishing of this kit. The main problems were as follows: 101 knockout pins and sink holes to be filled and sanded; 87 detail pieces requiring removal of mold seams; 35 subassemblies requiring filling and sanding; poor fit of nose panels and the wing-to-fuselage joint; because the landing gear is in scale, it's too flimsy for the heavy model.

Other than the sensation I was working in a doll-furniture scale, the good points are the general outline, which is among the best of all Hurricane kits. It especially manages to capture the very difficult shape of the Hurri's characteristic camel-back hump, the pit fall of most Hurricane kits. The dihedral of the wing's bottom, while maintaining the flatness of the top surface, is about perfect.

The panel lines are counter sunk. Even the cowl fasteners have detail. The detail provided on the interior, the wing gun bays, and the engine is superb. Ironically, the fit of these parts is very good, unlike the basic kit pieces. I liked the rubber tires with the Dunlop logo.

The interior was painted with a British interior green mixed from Tamiya field green lightened with white and a little yellow. Other interior parts were done in flat black using Pactra Acrylics with detail parts picked out in various colors. The clear part of the instrument panel was painted on the back side in black and the details glass dials picked out. A mixture of Poly-S brown and red was used form the gas tank forward of the cockpit. All interior areas were masked prior to sanding and painting, including the air scope on the underbelly.

The undersurfaces are Poly-S sky and the top

surfaces are Gunze-Sanyo British dark earth and dark green. Pactra Acrylic flat black was used for the spinner and blades with the tips Ploy-S Acrylic yellow. The gun patches were Gunze-Sanyo's flat red. All fixed glass parts were carefully installed, sanded and blended into the fuselage, repolished, then masked with a combination of masking tape, Micro Mask, and the new Parma Liquid Masker, which is excellent.

Each camouflage color was applied by masking in between colors with good old-fashion masking tape, which was first applied in large pieces and the pattern drawn in. The tape was then removed, cut with scissors, and put back into final place on the model. A very important step is to seal each color with a clear coat of Tamiya Acrylic prior to masking; this prevents tearing pieces out of the under lying coats when the tape is removed. Also, a day or to in between each coat is necessary to allow the paint to harden.

The decals were a mixture of kit decals for the national insignia and other sources. The serial number is from Modelcal's larger black numeral and letter sheets. The fin flash is partly from the kit with the red from Superscale's solid sheet. Urbanowicz's codes and personal legend are custom made dry transfers done in a lighter gray (almost white) for scale effect to match medium gray.

The only thing added, per IPMS "Out of the Box" rules, are the simple masking tape seat belts done in a Sutton harness peculiar to British aircraft, the bead sight, and the antenna wire made from 3-lb fishing line; all of which appear on the box top. The rest is out of the box!

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General Witold Urbanowicz, 88, Polish Fighter Ace in World War II

(Reprinted from the New York Times Obituaries, Tuesday, August 20, 1996. By Wolfgang Saxon.)

Gen. Witold Urbanowicz, who flew on three fronts to become Poland's foremost fighter ace of World War II, died Saturday at the Veterans Administration Hospital in Manhattan. He was 88 and lived in Glendale, Queens.

General Urbanowicz fought in aerial combat over Poland, in the Battle of Britain and in China with the Flying Tigers of Gen. Claire L. Chennault. General Urbanowicz was credited with destroying 28 German and Japanese planes.

For those exploits he earned Poland's highest decoration for valor, the Order of Virtuti Militari. Among his many other Polish, British, American and Chinese decorations were the British Order of Merit and the Distinguished Flying Cross. Last year, President Lech Walesa of Poland honored him with a formal promotion to general in the Polish air force.

Witold Urbanowicz was born near Augustow in northeastern Poland and joined the Polish Air Force in 1930. When Germany invaded Poland in 1939, he was an instructor at the Deblin Air

Academy, where he had received his own flight training. Pressing his cadets into action, he fought briefly against heavy odds before leading his cadets by foot to neutral Romania, where they boarded a ship for Western Europe and enlisted in the British Royal Air Force.

Once in Britain he was assigned to the 145th Squadron of the RAF and took part in the Battle of Britain, in which Germany vainly fought to establish air superiority as a prelude to an invasion from the Continent. He then transferred to the Warsaw 303 Squadron, or Kosciuszko Squadron, flying Hawker Hurricanes, and commanded it for a time in 1940 when the previous commander was wounded in action.

Later that year he took command of the Polish 11th Fighter Group, and in 1941 he organized and commanded the First Polish Fighter Wing. Having endured his share of dogfights, he was posted to Canada and Washington, where he served the Polish Government in Exile as assistant air attache. But the desk jobs soon bored him and, intrigued by what was going on in China, he went through some refresher training with the American 14th Army Air Force and turned up in China in October 1943.

He was the first foreign volunteer pilot to report to Chennault's Flying Tigers. At 36 he was also the second oldest pilot in the unit after General Chennault, and distinguished himself in the battle for Changteh.

Flying a P40 Warhawk, he escorted bombers and transport planes, dropped food and ammunition to Chinese troops and sank 15 Japanese river boats. Once he found himself alone battling six Japanese Zero fighters deep in enemy territory and made it to a friendly airfield with not a drop of fuel to spare. He returned to Washington in 1944 as air attache with the rank of colonel. After the war, he settled in the United States and worked for American Airlines, Eastern Airlines and most recently, Republic Aviation as an executive in production control.

He retired from Republic in 1973 but continued as a security consultant to the aviation industry until 1994. He also kept busy writing about the war experiences.

General Urbanowicz is survived by his wife, Jadwiga; a son, also named Witold, of Brooklyn, and two grandchildren.

Russian Mi-8s in Mozambique

Peter Batuev

The collapse of the Soviet Union in the Fall of 1992 into economic and political chaos led immediately to its inability to continue supporting its political satellites around the world. Angola and Mozambique were among those old traditional allies whose political fortunes relied heavily on the financial and military support of the now defunct Soviet Union.

In Mozambique, this support during the late 1970's and 80's raised the FRELIMO (National Liberation Front of Mozambique) to the leading position in the country. With the cessation of Soviet support, the main political and military rival to FRELIMO, RINANMO, was able to directly oppose the old order and a civil war ensued for control of Mozambique. The escalation and intensity of the war led the United Nations to intervene as UN troops tried to separate and disarm the military groups.

Bangladesh and India supplied the bulk of the UN troop contingents as they tried to patrol over 300,000 square miles of remote area. Helicopter support played a significant role in supplying the UN troops with food, ammunition and arms, and all other supplies. This was especially true in the remote mountainous regions of northern Mozambique.

The UN mission to Mozambique employed Russian helicopters since 1992 through two intermediary companies with access to the CIS aviation market. One of these firms, the Toronto-based Skylink, had operated Russian built aircraft since 1991. In 1994 Skylink operated several Ukrainian Il-76 aircraft in support of the UN mission to Rwanda. The other intermediary, the Singaporebased Aerolift International, was formed by a merger of Heavylift, Aeroflot, and Lloyds Helicopters of Singapore. Skylink leased six Mi-8T helicopters from the Tyumen Directorate of Aeroflot during 1992-1993 for use in Mozambique. The following period (June 1993 - February 1994) saw Aerolift International lease 4 Mi-8MTV helicopters from the Rzhnevka Aviation Company in St. Petersburg and four Mi-8T helicopters from the Moscow Myachkogo Aviation Company. The contracts specified that each aircraft be delivered with 3 crewmen. For the service of each 4 aircraft was specified a technician, helicopter engineer and one Mi-8 avionics tech-

nician. Aerolift International supplied the Russian helicopter personnel with interpreters and aviation advisers who had completed a special training course in Russian helicopter equipment at the Academy of Civil Aviation in St. Petersburg. The contracted UN payments were directed to both intermediary companies and to the supporting Russian aviation companies.

The helicopters and personnel were air-lifted from Russia to Maputu, capital city of Mozambique, on An-124 'Ruslan' heavy-lift aircraft of the Volga-Dnepr Aviation Company at UN expense. Each 'Ruslan' carried four disassembled Mi-8s. Two weeks were spent reassembling and flight testing the aircraft and arranging for crew accommodations.

The UN supported two main helicopter bases at the Maputu Airport and at the northern provincial town of Nampula. AEROLIFT INTERNATIONAL assigned Mi-8Ts to the Maputu airport and the Mi-8MTVs to Nampula. The Mi-8MTV, more powerful and efficient than the Mi-8T proved more effective in the northern mountain areas of Mozambique which had an average altitude of 2000 feet above sea level. Only the Mi-8MTV was able to lift the 1350 pound naval supply transport containers. The Mi-8T was able to lift only a 450-650 pound payload in the African conditions. Another task of the Russian helicopter teams was to transport the wounded of both sides along with the wounded civilians caught in the cross-fire.

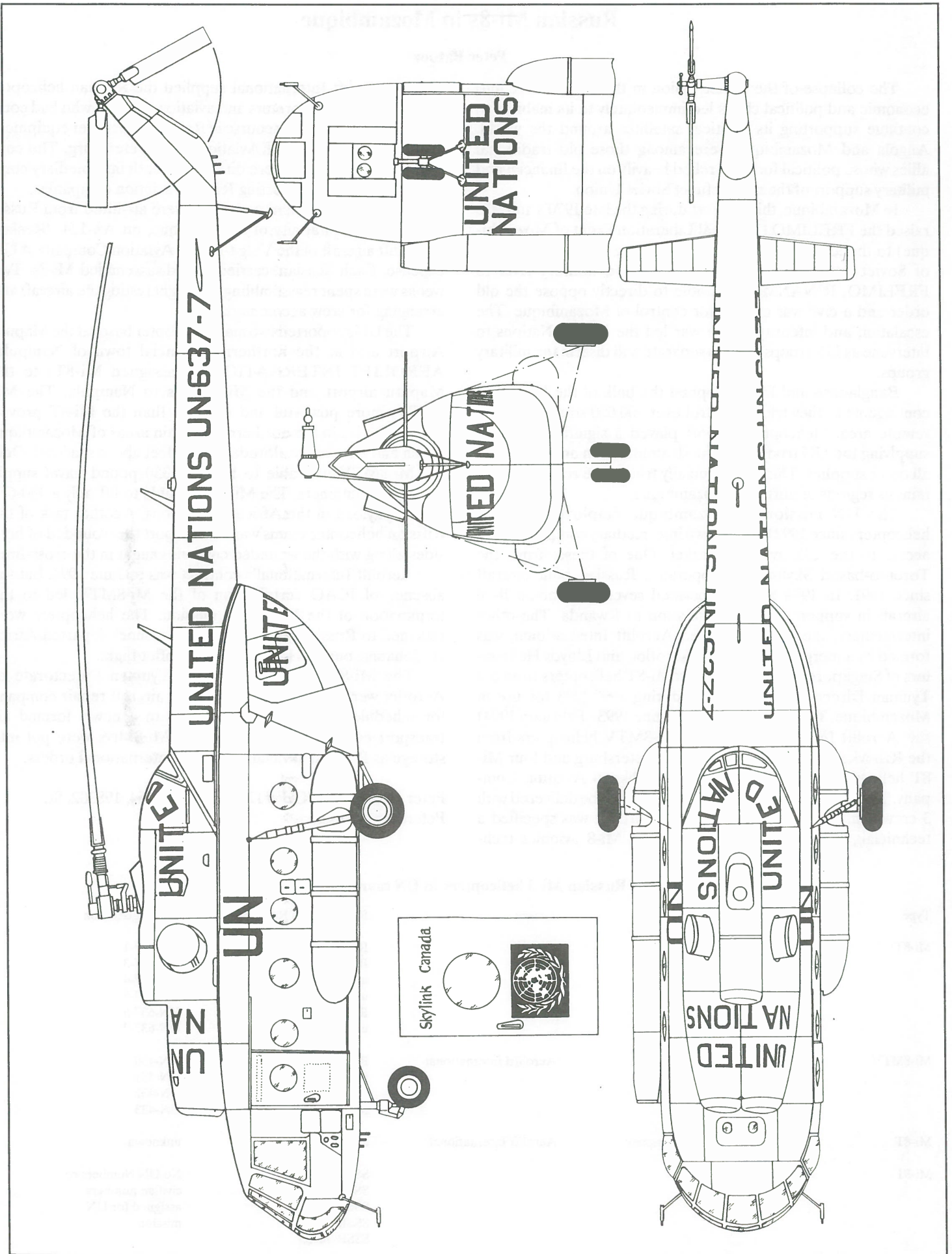
Aerolift International's contract was to June 1994, but the absence of ICAO certification of the Mi-8MTV led to the termination of the Mi-8MTV mission. The helicopters were returned to Russia by sea. Russian personnel departed Africa via Johannesburg on a scheduled Aeroflot flight.

The Mi-8Ts originating in the Tyumen Directorate of Aeroflot were sent to a St. Petersburg aircraft repair company for scheduled repairs and were sold to a newly formed air transport company. Two of the four Mi-8MTVs were put into storage as Rzhnevka officials seek new international orders.

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List of Russian Mi-8 helicopters in UN markings 1993-1994

Type	Owner	Leasee	Russian Civil Registration	UN Registration
Mi-8T	Tyumen Directorate Aeroflot.	Skylink	RA-24505	UN-637-1
			RA24427	UN-637-3
			unmarked	UN-637-4
			unmarked	UN-637-5
			RA-22765	UN-637-6
			unmarked	UN-637-7
Mi-8MTV	Rzhnevka Aviation Enterprise	Aerolift International	RA-25446	UN-430
			RA-27032	UN-431
			RA-27061	UN-432
			RA-25436	UN-433
Mi-8T	Myachkogo Aviation Company	Aerolift International	unknown	unknown
Mi-8T	Russian Air Force		SSSR-70912	No UN Numbers or civilian numbers assigned for UN mission
			SSSR-70915	
			SSSR-70921	
			SSSR-70932	
			SSSR-70933	



A Short History of the 201st Mexican Fighter Squadron of the Mexican Expeditionary Air Force.

Santiago A. Flores

The 201st Mexican Fighter Squadron of the Mexican Air Force has the honor of being the only military unit that has fought outside of the Mexican Republic. This Squadron fought in the liberation of the Philippines while assigned to the 58th Fighter Group under the command of Maj. Ed Roddy, 5th Fighter Command, 5th Air Force. (Six of its pilots had trained in dive-bombing at NAS San Diego, California in 1944.)

The MEAF arrived in the Philippines under the Command of Colonel P.A. Antonio Cardenas Rodriguez (1905-1969) and Squadron 201 under Capt.1/o.P.A. Radames Gaxiola Andrade (1915-1966) in April 1945. They flew their first combat mission in support of American troops in their advance against Japanese forces in Northern Luzon from June to July 1945, flying the Republic P47D Thunderbolt fighter-bombers. In July, the 201st flew long-range "Fighter Sweeps" to the Island of Formosa (Taiwan) and, in August, a dive-bombing mission to the Port of Karenko, Formosa.

The Squadron lost two pilots while training in the United States and five more in the Philippines and New Guinea. In September 1945, the Mexican Expeditionary Air Force was assigned to the 13th Air Force. With the end of the war, it returned to Mexico by November 1945. After its return the Mexican Expeditionary Air Force was disbanded by Presidential decree of 1 December 1945.

The historical tradition of the MEAF is carried on by Escuadron Aereo de Pelea 201, that forms part of the 4/o.Air Group of the present-day Mexican Air Force. Flying out of Cozumel, Quintana Roo with the Pilatus PC-7 Turbo-Prop COIN/CAS trainers. This unit saw action during the Chiapa's Rebellion of January 1994.

Missions Completed by the 201st

(1) 53 Ground Support missions to American troops in Luzon from 1 June to 4 July 1945. (2) 37 Training missions from 14-21 July 1945 (including missions transporting new aircraft from Biak, New Guinea). (3) 4 Fighter Sweeps to the Island of Formosa, 6-9 July 1945. (4) One Dive Bombing mission against the Port of Karenko, Formosa, 8 August 1945. (5) One Convoy Escort mission in the sea north of the Philippines, 26 August 1945.

Combat Record:

Combat Missions Flown: 96. Offensive Sorties Flown: 785. Defensive Sorties Flown: 6. Hours Combat Flown: 1966:15. Hours Combat Zone: 591:00. Hours Flown pre-Combat: 281:00. Average Hours Flown per pilot: 86:00. Total Hours Flown: 2842:00. Bombs dropped (1000 lb): 957. Total rounds 0.50 caliber expended: 166,922. Aircraft lost in Combat: 0. Aircraft damaged in combat: 5. Pilots Killed in Combat: 0. Pilots Killed in Accidents: 4. Pilots missing: 1.

Awards:

The 201st Mexican Fighter Squadron received the following awards for their wartime service:

From the United States: Legion of Merit (Cardenas and Gaxiola). Air Medal (all pilots). Army Commendation Medal.

AF Commendation Medal. American Campaign Medal. Asiatic-Pacific Campaign Medal. WWII Victory Medal.

From the Philippines: Philippines Presidential Unit Citation. Liberation of the Philippines Medal

From Mexico: Servicio del Lejano Oriente Medal. Legion de Honor. Cruz y Placa, Cuerpo "Defensores de la Republica Mexicana y sus Descendientes".

Wartime Results:

The 201st Mexican Fighter Squadron was given credit for putting out of action about 30,000 Japanese soldiers and the destruction of enemy occupied buildings, vehicles, tanks, anti-aircraft guns, machine-gun emplacements, and ammunition depots.

Record of Assigned and Attached Status of the 201st Mexican Fighter Squadron, Mexican Expeditionary Air Force, PI 1945.

Attached to Fifth Fighter Command per par.2, General Order 67, Fifth Air Force, dated 5 April 1945. Attached to 58th Fighter Group, per par.2, General Order 19, Headquarters V Fighter Command, Fifth Air Force, dated 2 May 1945. (the 201st was assigned till 26 June 1945). Attached to 360 Air Service Group (CR&TC) per FEAF General Order 1802, dated 11 August 1945. (Unit left the Fifth Air Force). Attached to 13th Air Force along with 360th Air Service Group per FEAF General Order 1905, dated 1 Sept. 1945.

Mexican Personnel of the Staff of the Mexican Expeditionary Air Force Assigned to the V Fighter Command Unit July 1945.

1. Mayor de E.M. Enrique Sandoval Castarrica A2 Section.
2. Mayor Pag. Guillermo Linage Olguin A-4 Section.
3. Capt.1/o P.A. Roberto Salido Beltran A-3 Section.
4. Tte.Col. E.M. Alfonso Gurza Farfan Secret Section.

Pilot Roster of the 201st Mexican Fighter Squadron, MEAF 1945.

Squadron Commander: Capt.1/o P.A. Radames Gaxiola Andrade. Squadron Executive Officer: Capt.2/o.P.A. Pablo L. Rivas Martinez

"A" Flight: AGUILAS AZTECAS. Capt.2/o P.A. Roberto Legorreta Sicilia. Tte.P.A. Fernando Hernandez Vega. Tte.P.A. Carlos Varela Landini. Tte.P.A. Graco Ramirez Garrido. Sub-Tte.P.A. Jose Luis Pratt Ramos. SubTte.P.A. Miguel Uriarte Aguilar. SubTte.P.A. David Ceron Bedolla.

"B" Flight: CONDORES. Tte.P.A. Carlos Garduno Nunez. Tte.P.A. Julio Cal y Mayor Sauz. Tte.P.A. Reynaldo Perez Gallardo. SubTte.P.A. Miguel Moreno Arreola. SubTte.P.A. Praxedis Lopez Ramos. SubTte.P.A. Fausto Vega Santander. SubTte.P.A. Angel Sanchez Rebollo.

"C" Flight: GAVILANES. Tte.P.A. Hector Espinosa Galvan. Tte.P.A. Joaquin Ramirez Vilchis. Tte.P.A. Carlos Rodriguez Corona. Tte.P.A. Amador Samano Pina. Sub-Tte.P.A. Raul Garcia Mercado. SubTte.P.A. Guillermo Garcia Ramos. SubTte.P.A. Manuel Farias Rodriguez.

"D" Flight: ?. Tte.P.A. Amadeo Castro Almanza. Tte.P.A. Jacobo Estrada Luna. Tte.P.A. Jose Luis Barbosa Cerda. Sub-

Tte.P.A. Mario Lopez Portillo. SubTte.P.A. Roberto Urias Aveleyra. SubTte.P.A. Jaime Zeniso Rojas. SubTte.P.A. Justino Reyes Retana.

Operations, Intelligence, and Flight Section:Tte.P.A. Jose Espinosa Fuentes

American Personnel Assigned to the Mexican Expeditionary Air Force, 201st Mexican Fighter Squadron in The Philippines 1945.

Lt.Col. Arthur W. Kellond USAAF. Assigned to the Command & Staff of the MEAF. Lt. Sheridan Kenny Jr. USAAF. Engineering Officer 201 FS. Lt. William L. Kester USAAF. Operations Officer 201 FS. Lt. Peter Economy USAAF. Communications Officer 201 FS, Aide de Camp and Interpreter to Col. Cardenas. Lt. Howard B. Riggs USAAF. Pilot, 201 FS. Lt. John J. Haley USAAF Pilot 201 FS, 310 FS, 58 FG.

Enlisted Personnel: T/Sgt. John S. Tsaguris USAAF. S/Sgt. Conrad C.L. Cuellar USAAF. S/Sgt. Grant J. Knechtel USAAF. S/Sgt. Cornelius Orzatti USAAF. Sgt. William E. Miller USAAF

Note: American and Mexican records do not record the name of the American pilots from the liaison group or that of the 58th Fighter Group that flew in combat with the 201st FS. We only know that they participated in 26 missions.

Mission by Pilot:

This list only mentions the surviving pilots of the 201st Mexican Fighter Squadron. It is dated 19 May 1950 and signed by Gral. de Brig.P.A. Chief of the Mexican Air Force Antonio Cardenas Rodriguez.

Rank and Name	Missions	Combat Hrs	Total Hrs
Col. Radames Gaxiola Andrade	20	79:00	112:30
Col. Joaquin Ramirez Vilchis	20	79:00	112:30
Col. Fernando Hernandez Vega	16	69:35	103:05
Col. Amador Samano Pina	20	70:00	103:05
Capt. Carlos Varela Landini	22	81:00	114:30
Capt. Réynaldo Perez Gallardo	20	71:00	104:30
Capt. Roberto Legorreta S.	22	79:50	113:20
Capt. Jacobo Estrada Luna	22	79:50	113:20
Capt. Justino Reyes Retana	13	59:30	93:00
Capt. Jose L. Barboza Cerdá	20	79:35	113:05
Capt. Amadeo Castro Almanza	27	88:30	122:00
Capt. Carlos Rodriguez Corona	20	79:00	112:30
Capt. Graco Ramirez Garrido	22	79:50	113:20
Capt. Carlos Garduno Nunez	12	57:20	90:50
Capt. Julio Cal y Mayor Sauz	24	78:20	111:50
Capt. David Ceron Bedolla	14	61:00	94:30
Tte. Praxedis Lopez Ramos	20	78:20	111:50
Tte. Roberto Urias Aveleyra	23	79:35	113:05
Tte. Jose L. Pratt Ramos	23	79:00	112:30
Tte. Raul Garcia Mercado	20	77:20	110:50
Tte. Jaime Zeniso Rojas	22	78:30	112:00
Tte. Jose M. Uriarte Aguilar	21	73:00	106:30
Tte. Miguel Moreno Arreola	23	77:45	111:15
Tte. Guillermo Garcia Ramos	22	77:30	110:00
Tte. Manuel Farias Rodriguez	21	77:20	110:05

Mexican Expeditionary Air Force Personnel Losses:

This list not only includes loses in the 201st Fighter Squadron but also in the Replacement Group that was training in the United States.

1. SubTte.P.A. Crisoforo Salido Grijalva, KIFA, USA 23 January 1945.

2. Tte.P.A. Javier Martinez Valle, KIFA, USA 13 March 1945.

3. SubTte.P.A. Fausto Vega Santander, KIFA, PI 1 June 1945.

4. Tte P.A. Jose Espinoza Fuentes, KIFA, PI 5 June 1945.

5. SubTte.P.A. Hugo Gonzalez y Gonzalez, KIFA, USA 9 July 1945. (Replacement Group Pilot).

6. Tte.P.A. Hector Espinosa Galvan, KIFA, PI 16 July 1945.

7. Capt.2/o.P.A. Pablo L. Rivas Martinez, Missing, PI 19 July 1945.

8. SubTte.P.A. Mario Lopez Portillo, KIFA, PI 21 July 1945.

9. Tte.P.A. Roberto Gomez Moreno, KIFA, USA, 26 September 1945. (Replacement Group Pilot).

10. Sgt.2/o. Radio Operator Francisco Rodriguez Castaneda, died in Santa Fe ,New Mexico military hospital due to illness contracted in the Philippines, 2 November 1945.

Sources and References:

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5. NO GLAMOUR...NO GLORY, THE STORY OF THE 58th FIGHTER GROUP OF WORLD WAR II, by Anthony J. Kupferer, Taylor Publ.Co.Texas 1989.

6. Personnel Files of Gral.de Div.P.A. Antonio Cardenas Rodriguez, Secretaria de la Defensa Nacional, Mexico DF

Photo Captions:

(Photos on page 101 & 102)

a. Capt.1/o.P.A.Radames Gaxiola Andrade, ommander of the 201st FS, with his crew chief Sgt. Mec.M.A. Chavez. (Ing. Enrique Velasco).

b. Two of the American liaison personnel assigned to the 201st FS,in the Philippines 1945.T/Sgt. John S. Tsaguris and S/Sgt. Cornelius Orzatti, by the tail of P-47D-30-RA 44-33718 No.10. (Ing. Enrique Velasco).

c. A Republic P-47D-30-RA Thunderbolt of the 201st Mexican FS, up on jacks for landing-gear testing. Philippines 1945. (Ing. Enrique Velasco).

d. The flag of the Mexican Expeditionary Air Force. Postwar showing the awards that the MEAF received for its wartime service. (Manuel Ruiz Romero).

e. A flight of the 201st ready for take off, possibly for a training mission after the end of the war. Republic P-47D-30-RA Thunderbolt No.1 44-33721, possibly assigned to Capt.1/o.P.A. Radames Gaxiola Andrade. (Author's Collection).

f. Side view of Republic P-47D-30-RA Thunderbolt No.21 44-33737 of the 201st Mexican FS, Philippines 1945. (Cornelius Orzatti).

g. Another Mexican P-47D-30-RA Thunderbolt No.20, 44-33722 of the 201st Mexican FS. (Ing. Enrique Velasco).

h. A group of Mexican pilots at Clark Field PI, 1945, possibly ready to undertake a ground-support mission in Luzon. From left: SubTte.P.A. Raul Garcia Mercado, Capt.1/o.P.A. Radames Gaxiola Andrade, SubTte.P.A. Mario Lopez Portillo, Capt.2/o.P.A. Pablo Rivas Martinez, and SubTte.P.A. Roberto Urias Aveleyra. (Manuel Ruiz Romero).

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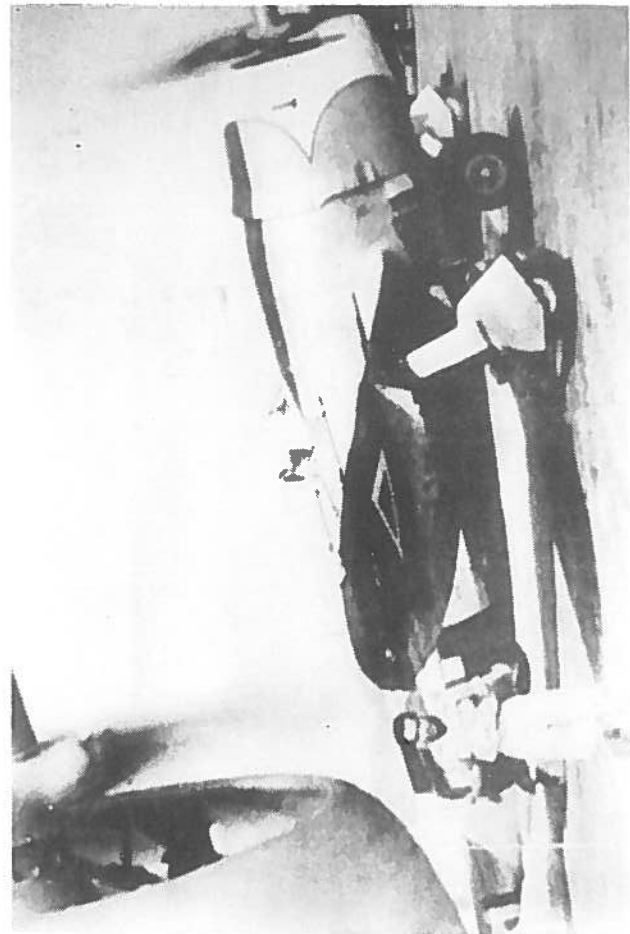
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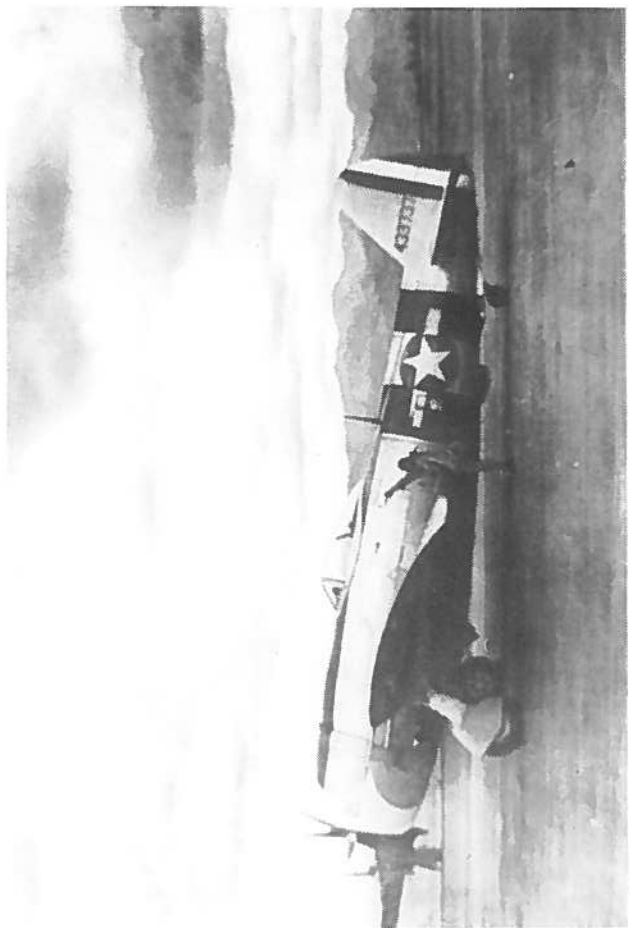
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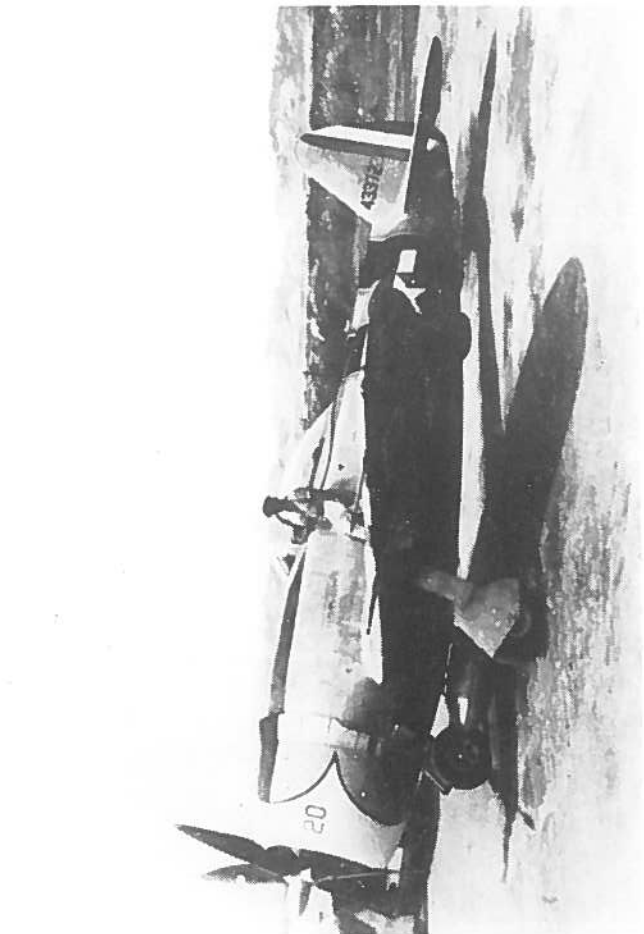


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